

# THE ILLUSTRATED LONDON NEWS

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SIXPENCE.

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THE FORCE OF A TORPEDO OF THE KIND WHICH SANK THE "LUSITANIA": DAMAGE DONE TO A SHIP BY A GERMAN SUBMARINE.

This photograph, showing the damage done to a ship's side by a torpedo from a German submarine, makes it possible to realise the injuries which caused the sinking of the "Lusitania." The vessel shown in the photograph (taken in a graving dock at North Shields) is the Norwegian oil-tank steamer "Belridge," which was similarly torpedoed by a German submarine a few weeks ago, but was able to keep afloat, as the damage

was well forward, in advance of the foremost bulkhead. The explosion tore rents right across the ship and through the plating on the opposite side of the bows. The whole hull was severely shaken, rivets were everywhere displaced, and nearly fifty skin-plates along the sides were damaged. The Schwarzkopf 21-inch torpedo, used by the later German submarines, is charged with over  $2\frac{1}{2}$  cwt. of high explosive.

PHOTOGRAPH BY COLEMAN.



## THE PLAYHOUSES.

## "THE RIGHT TO KILL." AT HIS MAJESTY'S.

YOU may promise yourself harrowing appeals to your emotions when you go to see the version of "L'Homme qui Assassina" which Mr. Gilbert Cannan and Mrs. Keyser have prepared. You can count on the most affecting and poignant displays of grief from Irene Vanbrugh as heroine victimised by a vile conspiracy of husband and lover. You will see Sir Herbert Tree in the rôle of a chivalrous French officer storming a woman with love, and wreaking almost righteous murder on the cad to whom she is married with similar electrical energy. You will make the acquaintance of a delightfully wicked Pasha, who in Mr. Arthur Bouchier's marvel of a make-up seems the Turk incarnate and is a constant source of amusement. From Mr. Maurice you will get blustering villainy, from Mr. Harcourt Williams the smoothest duplicity, and there is also Miss Granville in the cast. In a word, you can be sure of splendid all-round acting to match the excitement of a plot turning on the problem—Is it ever right to kill? But you must also be prepared to put up with technique that is curiously old-fashioned, and with a method that leaves nothing to the imagination, but insists on presenting in action every detail of a sensational story from start to finish. So there is exasperating "preparation" in Pierre Frondaie's play, there are awkward exits and entrances, there are pauses and *longueurs* in between the thrills, and there is a tediously long act of anti-climax after the murder scene. When the adapters have cut half-an-hour and more of prolixity away, it will be possible to enjoy Miss Vanbrugh's pathos and passion without paying too much of a forfeit for the luxury.

## "STRIKING." AT THE APOLLO.

Something of musical comedy there is in Mr. Paul Rubens' and Miss Gladys Unger's "farical romance" which they call "Striking," though there are no tunes or lyrics, and Mr. Hawtrej mainly provides the fun. But he is asked to turn over a new leaf. No longer is he permitted to indulge in glib fabrications, though he is still granted the pose of indolence. A Scotch lassie of the Barrie type takes the elegant trifle in hand, and forces him to wear the oddest of costumes. There is also a strike of servants in the plot, and there we may leave it. But it is refreshing to watch Mr. Hawtrej's weary air and conciliatory smile. And it is no less of a treat to study that dainty comedienne Miss Hilda Trevelyan as she combines in the part of Pomona rustic ingenuousness with the wisdom of a most sophisticated serpent. Miss Lottie Venne, with too little to do, Mr. Marsh Allen, and Mr. Fred Lewis are also in the cast; and it is the authors' mistake that they are made merely feeders of Mr. Hawtrej.

## "TRELAWNY OF THE 'WELLS.'" AT THE KINGSWAY.

The Liverpool Commonwealth Company opened the second week of their London season with a revival of Sir Arthur Pinero's "Trelawny of the 'Wells,'" and, though they had to challenge comparisons with a "star" production of not so very long ago, got through their experiment very successfully. Since this is a comedy of mid-Victorian manners, the manners being mainly those of the old school of actors, contrasted with the very precise and formal behaviour of a certain Vice-Chancellor of the time, and such interest as the play has, apart from its picture of manners, turns on the author's dramatisation of the beginnings of Tom Robertson as playwright, there are two pre-requisites for success in its performance. You must get your costumes and fashions right—crinolines and the rest; and you must catch the robustious and effusive Bohemianism of the "Crummies" type of mummies. Granted those things, your revival will not go far wrong. Miss Madge McIntosh, as producer, at the Kingsway, has seen to it that there are no mistakes in the matters of dress and Bohemian atmosphere; and the company rightly adopts a broad note in its interpretation. Unlike the original Trelawny, Miss Irene Vanbrugh, the new Rose, Miss Eileen Thorndike, does not seek to make the heroine stand out from her player-associates by a superiority of refinement; she gives the impulsive girl no fine-lady airs, and keeps her the actress always; and who shall say she is not right? Miss Madge McIntosh and Miss Estelle Winwood, "stars" hitherto, are content on this occasion to figure as Mrs. Telfer and Avonia Bunn, and very excellent they give in the parts. The Vice-Chancellor of Mr. Hanray is almost as piquant as Mr. Dion Boucicault's; the young Gower of Mr. Frederick Cooper is on correct Pinero lines; Mr. Percy Marmont's is, perhaps, just a trifle too Bohemian a Tom Wrench (otherwise Robertson) to suit the author's idea.

## THE IRISH PLAYERS. AT THE LITTLE.

The Irish Players are always welcome, and it has become almost a regular rule with them to signalise the beginning of their London visit with a performance of Synge's masterpiece, "The Playboy of the Western World." But inasmuch as this play and Mr. Yeats's splendidly poetic allegory, "Kathleen Ni Houlihan," which accompanied it in the first-night bill, are quite old friends with West End playgoers, and have been praised innumerable times by London critics, there is no need to say more of the latest revival of these favourites than that they went as well as ever at the Little Theatre, and that the Players were in their best form. Synge's "Shadow of the Glen," Lady Gregory's amusing comedietta, "Spreading the News," and Mr. T. C. Murray's "Maurice Harte" filled the programme during the other half of the week.

## "OUR NOTE-BOOK."

Owing to the continued illness of Mr. G. K. Chesterton, we are compelled to omit "Our Note Book." We trust that Mr. Chesterton will be well enough to resume it before long.

## PARLIAMENT.

THE proposed new taxes on spirits and beer which formed part of the Government scheme for limiting the consumption of alcohol in munition areas has been abandoned. Mr. Austen Chamberlain, who held that they were not justified by the facts disclosed by the Chancellor of the Exchequer, intimated that they would be actively opposed by Unionists; and the rival sections of Irish Nationalists vied with one another in their resistance. Mr. John Redmond refusing to allow the Areas Bill to proceed until they disappeared. Consequently, the second reading of that Bill, which had been set down for Thursday, the 6th, was postponed till last Monday. In the meantime, the Chancellor of the Exchequer, after interviews with representatives of the Trade, announced his intention to drop the new taxes and to substitute a proposal for prohibiting the sale of spirits under three years of age. This was accompanied by an arrangement that if the accommodation was not sufficient for storing supplies beyond two years, time would be given to provide it, and meanwhile a surtax of a shilling would be placed on all spirits between two and three years taken out of bond. No new taxes were proposed by the Budget, the only changes indicated by the Chancellor being a readjustment of the income tax payable by Insurance Companies. Provision for the war was deferred till later in the year, the estimate being that if it did not last beyond September the deficiency would be 516 millions, and that if it lasted until March 31, 1916, there would be a deficiency of 862 millions. The proposed liquor duties being out of the way, the Bill for the State control of drink in certain areas was proceeded with by the House this week in an amicable temper. Mr. Lloyd-George explained that it would be administered by a Central Board which would include not only representatives of the War Office, the Admiralty, and the Home Office, but also representatives of Labour, employers, and "men of wider interests," and that the Board would consult the interested localities. On being asked about clubs and grocers' shops, he stated that the whole supply of liquor in the prescribed areas would be under the control of the Government. The feeling of anger and resentment caused by the sinking of the *Lusitania* was fully shared by Parliament, and questions implying some criticism of the Admiralty were asked with reference to it at the earliest moment. Mr. Churchill declared that destroyer escort could not be supplied for merchant or passenger ships, more than 200 of which, on the average, arrive or depart safely every day; but he informed the House that the Admiralty sent warning to the *Lusitania* and directions for her course. On the general subject of Germany's breaches of the Hague Convention a member inquired what, if any, steps the Government were taking to bring them to the attention of the signatories. The Prime Minister replied that the facts were universally known, and there was no object in approaching neutral Governments unless or until they were prepared to take some action in the matter. "We trust," he added in an impressive tone, "that neutral nations are growingly realising that the issues involved in this war affect the whole of the civilised world and the future of humanity." This declaration expressed the feeling of the House.

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## BOOKS OF WAR AND PEACE.

"Aircraft in the Great War." It is decidedly premature yet to deal in an accurate and comprehensive manner with the part played by aircraft in the war, for there are little sound data available; but, nothing daunted, Messrs. Claude Grahame-White and Harry Harper produce a work entitled "Aircraft in the Great War" (Fisher Unwin; 7s. 6d. net). All things considered, a most readable book has been presented, dealing with the period up to January. The object of the volume is to explain in "a popular, dramatic, and perfectly non-technical way just what aerial warfare means," and for the general reader the matter cannot fail to be of interest. The many and varied phases of the aviator's work in war are graphically presented, and by the aid of extracts from reports and personal narratives the wonderful achievements of the airmen are well brought out. One may be frankly doubtful about the veracity of some of the stories culled from foreign sources, but in a war a great deal of allowance must be made for the imagination of the aviator and of the journalist who makes public his exploits. But it is not bad fiction. The same margin must be allowed in estimating the effects produced by bomb-dropping and aerial raids, as unless this reservation is made we might be led to form false values. The practical worth of the book is diminished by the too obvious attempt to employ "dramatic" means of bringing out effects. For instance, in one place we have the soliloquy of a German Captain on a hill-top up to the moment he was killed by French artillery fire. In technical respects the book is not as good as it might be, and we have one absurdity in which it is suggested that electric waves may be employed to stop the engines of an enemy's air fleet! But, with all its faults of prematureness and extravagant language, the book forms a very interesting prelude to the authoritative books which will appear at the conclusion of the war to describe accurately the achievements of airmen in the struggle. So wonderful are these achievements when told even in simple and straightforward language, that one may wish success to the present work in order that it may pave the way for the real thing. Many developments have yet to come about before the war is brought to a conclusion, and it is satisfactory to note that from the first the Allies established their ascendancy in the air.

## The Schools of Mediaeval England.

Such a subject as mediæval education seems at first sight somewhat too academic and remote from the stress of our own troublous day to claim the interest of anyone but the archaeologist and the social historian. Yet education, when one considers it more closely, has an intimate relation with war, through its influence on political thought and national aspirations. German education, with its lack of spirituality, and its excess of cold and callous science, has to a large extent been the cause of the great European conflict. Hence the story of education at any period must have its lessons for us to-day, for we may "learn the future from the past of man," and hence the general value of such a work as "The Schools of Mediaeval England," by Arthur F. Leach (Methuen, 7s. 6d. net), in the admirable series entitled, "The Antiquary's Books." Its particular value for the students of scholastic history should be considerable, for, strange as it may seem, the fact that a number of schools existed in this country before the Reformation appears to have been a comparatively recent discovery. The author relates how even such an authority as Dr. Furnivall told him in 1892 that there were no grammar-schools in England before Edward the Sixth, and how, when convinced to the contrary, "he was always ready to impart instances of earlier schools which he came across in his wide reading in ancient manuscripts and books." Beginning with a chapter on "our oldest school, Canterbury," the author traces the story of schools through the days of Aldhelm of Winchester, Bede and Alcuin, Alfred the Great, Edward the Elder and Edward the Confessor, down to Henry VIII., for whose services to English education he shows great admiration. The book is well and abundantly illustrated with photographs and drawings of old scholastic buildings, portraits, and extracts and drawings from old manuscripts and documents. Among the famous old schools illustrated are those of Winchester, Sherborne, St. Paul's, Huntingdon, Pocklington, Ottery St. Mary, Norwich, Stratford-on-Avon, Higham Ferrers, Wainfleet, Giggleswick, Ipswich, Tenterden, Magdalen College Grammar School at Oxford, and Cardinal College, Ipswich. Early records of many others are mentioned in the text.

## English Keyboard-Music.

Some sixteen years ago, Mr. Fuller Maitland (who lately retired from the post of first musical critic to the *Times*) and Mr. Barclay Squire of the British Museum, whose musical erudition is not less than that of his collaborator) produced in modern notation an edition of the famous Fitzwilliam Virginal Book; and, some ten or eleven years later, M. Charles van den Borren, Professor of Music at the Brussels Université Nouvelle, based upon this edition a series of lectures on the sources of keyboard-music in England. He has since published a book with the same title as his lectures, and it has been translated into very readable English by Mr. James E. Matthew (Novello). We have in England several works—by Sir Hubert Parry, Dr. E. W. Naylor, Dr. E. Walker, and others—dealing with the same subject, and these authors have made a comprehensive study of older works; but there is room for another book, particularly when, as in the present case, it is written for students as well as for the cognoscenti. We know that this country has played a significant part in the development of keyboard-music, but this further tribute from a foreign musician is welcome and timely at a season when the renaissance of British music has already begun. The grouping of the Virginalists and the chronological arrangement of their works are labours bravely undertaken and satisfactorily carried through, and all who take a serious interest in our national accomplishment will gather from M. Van der Borren's work a very pleasing knowledge of its scope.

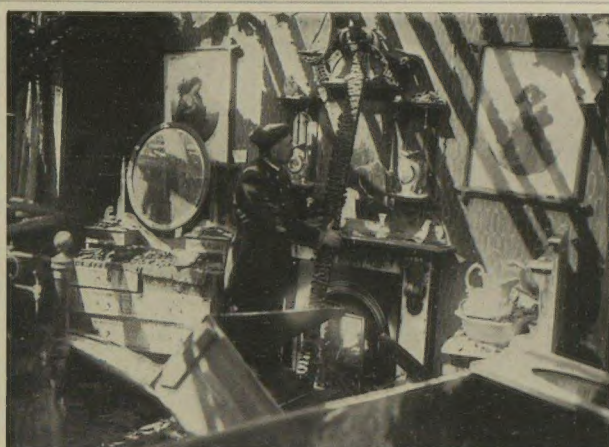


# THE ZEPPELIN RAID OF MAY 10: DAMAGE AT SOUTHEND AND LEIGH.

PHOTOGRAPHS NOS. 1 AND 2 BY C.N.; 3, GRAPHIC PHOTO UNION; 4, PHOTOPRESS; 5 AND 7, L.N.A.; 6, TOPICAL.



A WRECKED BEDROOM IN THE CROMWELL BOARDING-HOUSE, LONDON ROAD, SOUTHEND.



ANOTHER VIEW OF THE WRECKED BEDROOM IN THE CROMWELL BOARDING-HOUSE, LONDON ROAD.



A COMPLETELY GUTTED HOUSE IN BAXTER AVENUE, SOUTHEND.



THE BADLY DAMAGED CROMWELL BOARDING-HOUSE IN LONDON ROAD, SOUTHEND.



A STREET SCENE SHOWING DAMAGED HOUSES IN WEST STREET, SOUTHEND.



THE BED THROUGH WHICH A BOMB PASSED, IN CRANLEIGH DRIVE, LEIGH-ON-SEA.



A VERY BADLY DAMAGED HOUSE IN SOUTH STREET, SOUTHEND.

Just before three o'clock in the morning of Monday, May 10, the Germans made a Zeppelin raid on Southend, which, in their official *communiqué*, was described with characteristic effrontery as a "fortified place." The damage done was sufficiently serious, although not large, considering nearly a hundred bombs (chiefly incendiary) were dropped. Cromwell House, London Road, suffered badly, but all the occupants, including eight boarders, happily escaped. A house in Baxter Avenue was gutted and looked as though

it had been bombarded; much damage was done to the front of two houses in West Street; and a house in South Street was wrecked. In the house in Cranleigh Drive, Leigh-on-Sea, a bomb crashed through the roof and passed through a bedroom, a bed, and another room to the ground. Photograph No. 6 shows the actual bed through which the bomb passed, and Willie Bearman, who was in it at the time. The other three children, Vera and Leonard Brown and Fred Bearman, were also sleeping in the room.



## ON THE FACE OF THE WATERS: AFTER THE SINKING OF THE GREAT LINER "LUSITANIA."

DRAWN BY S. BEGG FROM MATERIAL SUPPLIED BY A SURVIVOR.

MR. THOMAS K. TURNER, OF VICTORIA, BRITISH COLUMBIA.



## IMMEDIATELY AFTER THE "LUSITANIA" HAD GONE DOWN: THE STRUGGLE FOR LIFE.

The scene on the face of the waters after the "Lusitania" had disappeared beggars description. It was too terrible for words in the heartrending pathos of the awful tragedy. We see depicted above, from material given to our artist by one of the survivors, something of what those saved had to witness and go through, and how those the overloaded boats could not take in strive to buoy themselves on anything that was floating within reach until rescuers might come to them, and also the endeavors of all to help one another. How rescuers could reach them, or whence it might come, none could know. One outstanding feature of the after-scene at the loss of the "Lusitania," brought out in our drawing here, must ever remain an indelible

memory and a permanent consolation. We can never, of course, know of the acts of self-sacrifice that were performed, of lives given for others, such as the act of Mr. Vanderbilt, who, though unable to swim, gave up his life-belt to a woman, and remained on board looking death steadfastly in the face, or that of the drowned sailor of the "Lusitania," found afterwards with, strapped on his back, a little child whose added weight had plainly cost a swimmer his heroic life. Such incidents add poignancy to the Prime Minister's assertion that this war has been carried on with "a progressive disregard" of the previously accepted rules of warfare.—(Drawing Copyrighted in the United States and Canada.)



## THE LOSS OF THE "LUSITANIA": SAVED AND MISSING.

PHOTOS BY C.N., BARNETT, DOVER ST. STUDIOS, SWAINE, ILLUS. BUREAU, FARRINGTON PHOTO. CO., NEWS ILLUS., PHOTOPRESS, GRAPHIC PHOTO. UNION, UNDERWOOD &amp; UNDERWOOD, ELLIOTT &amp; FRY, NEWS PICTURES.



1. MR. CHARLES KLEIN, ADAPTER OF "POTASH AND PERLMUTTER" FOR THE ENGLISH STAGE (MISSING).
2. COMMANDER J. FOSTER STACKHOUSE, ANTARCTIC EXPLORER (MISSING).
3. MRS. STEWART MASON (MISSING).
4. MR. G. L. F. VERNON, BROTHER-IN-LAW TO MISS RITA JOLIVET (MISSING).
5. SIR HUGH LANE, THE FAMOUS ART-EXPERT (MISSING).
6. MISS KATHLEEN KAYE, WHO HELPED ROW A BOAT (SAVED).
7. MISS HELEN SMITH (SAVED).
8. MISS RITA JOLIVET, THE POPULAR ACTRESS (SAVED).

Mr. Charles Klein was the adapter of "Potash and Perlmutter."—Mr. J. Foster Stackhouse, F.R.C.S., was the organiser of the British Antarctic Expedition, 1914.—Mrs. Stewart Mason was an American bride on her way to take up a home in this country.—Sir Hugh Lane was the famous authority on Art, through whom £10,000 was recently offered for a Sargent portrait.—Mr. Oliver P. Bernard is the clever resident scenic-artist to Covent Garden Theatre.—Mr. Alfred G. Vanderbilt was the American

9. MR. OLIVER P. BERNARD, SCENIC ARTIST, COVENT GARDEN OPERA (SAVED).
10. MR. ALFRED G. VANDERBILT, THE AMERICAN MILLIONAIRE SPORTSMAN (MISSING).
11. MR. J. G. COLEBROOK (SAVED).
12. LADY MACKWORTH, DAUGHTER OF MR. D. A. THOMAS (SAVED).
13. CAPTAIN TURNER, OF THE "LUSITANIA" (SAVED).
14. MR. CHARLES FROHMAN, THE WELL-KNOWN AMERICAN THEATRICAL MANAGER (LOST).
15. MME. PAPPADOPOULO (SAVED).
16. MR. E. M. COLLIN, MRS. WOLFENDEN, MRS. PLANK, MRS. LONDEN, ELSIE LONDEN, MR. F. J. MILFORD (SAVED).

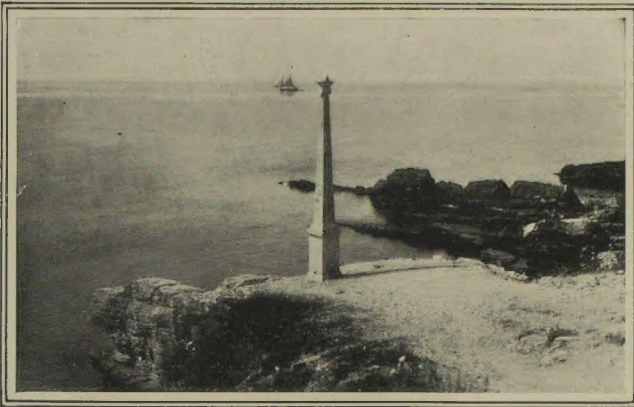
millionaire who ran the Brighton Coach.—Lady Mackworth, who was rescued, is the daughter of Mr. D. A. Thomas.—Captain W. T. Turner was Commander of the "Lusitania."—Mr. Charles Frohman was the famous American theatrical-manager.—The Rev. Basil William Maturin was a brilliant preacher and a Roman Catholic.—Lady Allan, wife of Sir Hugh Allan, Vice-Chairman of the Allan Steamship Line, had two daughters with her, but both are missing.

17. MR. JULIAN D. AYALA, CONSUL-GENERAL FOR CUBA AT LIVERPOOL (SAVED).
18. MR. ELBERT HUBBARD, THE WELL-KNOWN AMERICAN PHILOSOPHER (MISSING).
19. FATHER MATURIN, A FAMOUS PREACHER, ORDAINED IN 1888 BY CARDINAL VAUGHAN (MISSING).
20. LADY ALLAN (SAVED—HER TWO DAUGHTERS ARE MISSING).
21. MR. JACK ROPER, ONE OF THE CREW WHO SAVED CAPTAIN TURNER (SAVED).
22. MR. D. A. THOMAS, THE WELL-KNOWN COAL-OWNER (SAVED).



# ITALIAN NEUTRALITY; AND CIVILIAN "WAR": PHASES OF THE HOUR.

PHOTOGRAPHS BY SPORT AND GENERAL AND CENTRAL NEWS.



GARIBALDI AND THE FIRST STROKE FOR UNITED ITALY: THE OBELISK MARKING WHERE THE LEADER OF THE "RED SHIRTS" STARTED ON HIS GREAT CAMPAIGN.



IN HONOUR OF GARIBALDI THE LIBERATOR: THE WATER DISPLAY OFF QUARTO AL MARE, NEAR GENOA.



GARIBALDI AND THE QUESTION FOR ITALY NOW: THE CROWD OF DEMONSTRATORS ASSEMBLED ROUND THE STATUE OF THE LIBERATOR JUST UNVEILED NEAR GENOA.



IN LIVERPOOL, THE HOME OF MOST OF THE "LUSITANIA'S" MEN: A GERMAN SHOP WRECKED BY THE CROWD BY WAY OF REVENGE.

On May 5 the unveiling of the Garibaldi statue at Quarto al Mare, near Genoa, took place before a vast political assemblage with flags and banners, and comprising Deputies of the Italian Senate and Chamber and delegates from Rome, Turin, and Florence. King Victor and his Cabinet were to have attended, but at the last moment "State reasons," as it was significantly said, necessitated the cancelling of their arrangements and their remaining in Rome. On May 5, 1860, Garibaldi set out for the expedition which acquired Naples for the modern kingdom of Italy, the historic leader and his volunteers marching off from the spot now marked by the obelisk seen in our first illustration. It stands



LIVERPOOL MEN "AVENGE" LIVERPUOLIANS LOST IN THE "LUSITANIA": ONE OF THE GERMAN SHOPS WRECKED BY THE CROWD.

about 200 yards from the new statue. The anniversary and the unveiling of the "Liberator's" statue were turned to account for a huge national demonstration, at which was demanded the restoration of the Trentino and the completion of the establishment of a "United Italy." Modern Italy's national poet, d'Annunzio, in fiery verse, delivered the oration of the day, proclaiming that the hour for action was at hand.—Our last two photographs show German-owned shops in the seamen's quarter of Liverpool, where most of the crew of the "Lusitania" lived, after being wrecked by a local crowd, on the news arriving of the torpedoing of the liner by a German submarine.





# THE GREAT WAR.

By CHARLES LOWE.



ONE was inclined to hope—though vainly, as it proved—that the Germans had attained to the climax of their infamy when they poisoned the wells in South-West Africa—a device but rarely resorted to by savages—and introduced a new weapon of warfare against the Allies in Flanders in the form of an asphyxiating gas which, according to Sir John French, "causes a painful and lingering death"—so horribly painful that the mere descriptions of the sufferings of its victims by medical and other officers positively wring the heart—though not the German heart—with an anguish almost as great as must be felt by the sufferers themselves. Our Commander-in-Chief gives it as his solemn opinion "that the enemy has definitely decided to use these gases as a normal procedure, and that protests will be useless."

"It is as well," adds "Eye-Witness," "that those at home should realise the almost incredible spirit of savagery which animates the Germans. . . . We know now that Germany is bound by no principle, no agreement of any sort or kind; that she is actuated by a spirit of savagery which, if not utterly crushed, will strike at the very root of European civilisation; that this is no longer merely a national war, but a struggle of civilisation against barbarism"—a "Kulturkampf," in fact (the word was coined by the celebrated pathologist, Professor Virchow), but of a kind very different from that which was so long waged, at the instance of Bismarck, between Church and State in Germany.

As one instance only of the spirit of savagery referred to, "Eye-Witness" tells the story of a Prussian officer—some of whose captured comrades had "behaved in hospital with the ferocity of wild beasts"—taken prisoner by our humane soldiers in the recent fighting round Ypres, and spared when in the heat of battle he might have been shot or bayoneted. "While he was being escorted to the rear, the party passed some of our men who were lying in agony on the ground, fighting for breath, their lungs filled with fumes. He stopped, looked at them, burst out laughing, and, pointing to the prostrate forms, said: 'What do you think of that?'"

And that is precisely what all the German people exultantly exclaimed to us through their Press when the poisoning of the wells of South-West Africa, and the fiendish asphyxiation of our soldiers in Flanders with fumes worse than those of hell itself, were followed by the sinking of the largest and finest of our ocean liners without a moment's warning to the 1900-odd souls on board, of whom only 760 were saved, thus giving a casualty list second only to that of the *Titanic*.

Commenting on this *ne plus ultra* act of "frightfulness"—which moved Lord Rosebery to declare that thereby the Germans had secured "without any possible competition the title of enemy of the human race and the horror of the civilised world"—the *Cologne Gazette*, which may be regarded as the most representative mouthpiece of the German people, confessed that "the news would be read by them with undisguised gratification"; while other organs voiced their *Schadenfreude*, or malicious pleasure, in the same exultant strain. Not so, however, the Press of the whole civilised world, wherein Germany no longer holds a place, which burst out into one unanimous cry of horror at the enormity and infamy of her fiendish crime against the laws of humanity.

But the Kaiser himself is the real culprit, since such a crime would never have been possible without his cognizance and assent, and it is perfectly clear that it was premeditated. The same remark applies to the poisoning of wells and of the very air we breathe, as well as to all the other barbarities of the war

(to which has now been added the well-attested massacre of British prisoners, by order of the Bavarian Crown Prince), but none of which could have been perpetrated without the initiative or assent—which in a case of this kind is the same thing—of the Supreme War Lord, who at the bar of Justice and of History will be estopped from pleading in the words of our own King John that—

It is the curse of kings to be attended

By slaves who take their humour for a warrant.

It is beyond all question that the Kaiser himself—whom one of the survivors of the *Lusitania*, Mr. D. A. Thomas, the Welsh coal magnate, rightly described as a "blasphemous lunatic"—must be held personally responsible for all the unparalleled barbarities of this war, and that by his sanctioning of the sinking of the

Government of Washington may pay undue heed to the official German contention that there was justification for the sinking of the *Lusitania* in view of her being armed like an auxiliary cruiser, which was emphatically denied by our Admiralty; and also that her cargo included munitions and other contraband of war—which was equally gainsaid by the Cunard chairman.

The savagery of her assassination by German torpedoes was thrown into marked contrast by a number of acts of noble self-sacrifice on the part of their victims. We are often told that millionaires—of whom there are, perhaps, more on the other than on this side of the Atlantic—are a money-grubbing, selfish lot, lost to all the finer feelings of our nature. Yet at the sinking of the *Titanic* one of them, Colonel

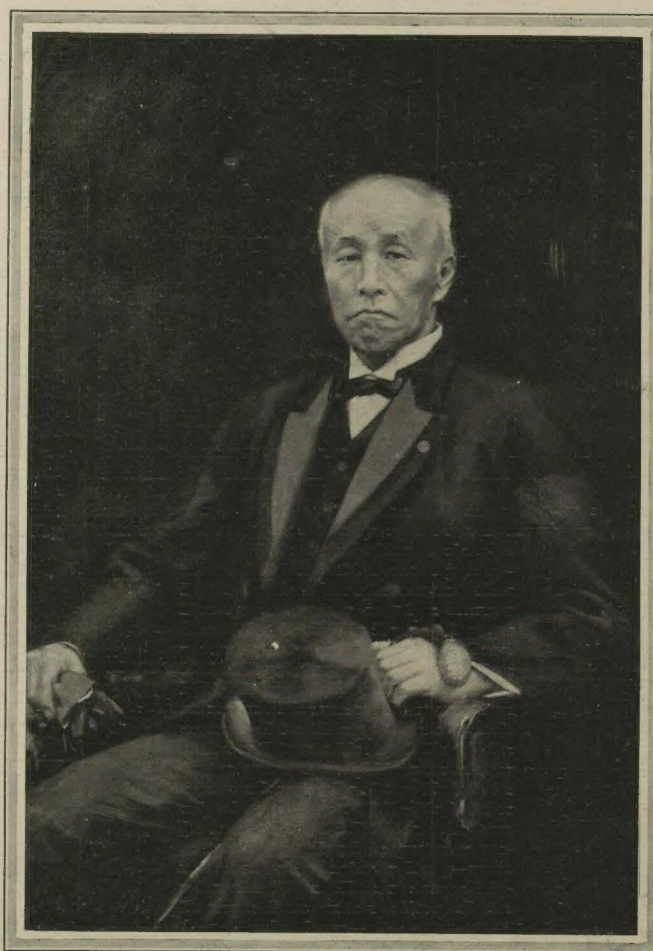
Astor, freely gave his own life to save that of his wife; while the deck of the *Lusitania* was equally the scene of a still greater act of self-sacrifice when Mr. Vanderbilt—whose grey-teamed coaches will now be sadly missed on the Brighton Road; and who, though unrivalled in the art of handling the ribbons, was childishly innocent of the art of swimming—readily surrendered his life-belt to a lady, a perfect stranger to him. Moreover, he was on his way to the seat of war to place more of his vast wealth at the disposal of the Red Cross when his Samaritan schemes were thus so cruelly upset by German savagery.

Of a piece in respect of "frightfulness" with the torpedoing of the *Lusitania*—which was, avowedly, all the more an object of vindictive hatred for its having robbed the Germans of the "blue ribbon" of the Atlantic—was a Zeppelin raid on the Thames estuary, when some ninety bombs were dropped over South-end and other adjacent places, with results altogether incommensurate with the use of so many explosive and incendiary shells. The claim of the Germans to have sunk one of our submarines by air-ship fire was proved by our Admiralty to have been quite unfounded; but, on the other hand, two of our destroyers came to grief off Zeebrugge—one, the *Maori*, having struck a mine; and its companion, the *Crusader*, having to retire before the shore batteries, some ninety-five of their officers and men being taken prisoners.

While exulting over the sinking of the *Lusitania*, the Germans are equally bombastic in respect of their eastern campaign, seeing that not only have they captured Libau—which will be incontestably useful to them as a naval base—but also recovered from the Russians a great part of Western Galicia, between the Vistula and the Carpathians; while they claim to have made 80,000 prisoners within a week, which is more than the French lost in prisoners at Sedan. The Kaiser himself, as usual, went east to bask in the borrowed glory of a victory which he himself had no hand in winning. All he can do is to bestow high decorations on his successful Generals.

It is probable that this serious defeat of the Russians in Galicia was responsible for the vigorous resumption of the Allied offensive in Flanders, which soon developed into another desperate battle over a front of seventy miles from Arras to the sea—a struggle not only for Ypres, but also for Calais. Sir John French's own bulletins continued to be reassuring, while the French communiqué claimed 3000 prisoners and 60 various guns. The rectification of our line east of Ypres was an operation worthy to rank with the swift and secret transference of our troops from the line of the Aisne to that of the Yser Canal, and we have the assurance of our Commander-in-Chief, who never boasts or bluffs, that our line there is now "firmly established." Moreover, it will be none the worse for the reinforcements which are now reaching it in streams.

LONDON: MAY 11, 1915.



THE LEADING STATESMAN OF THE JAPANESE GOVERNMENT WHICH HAS ARRANGED MATTERS WITH CHINA: COUNT OKUMA, PRIME MINISTER OF JAPAN.

Count Shigenobu Okuma, who became Prime Minister of Japan last year, for the second time, was born in 1838. He was one of the founders of the new form of government, and has held many high offices of State, including those of Foreign Minister, Finance Minister, and Minister of Agriculture and Commerce.

From the Portrait by Kazumori Ishibashi.

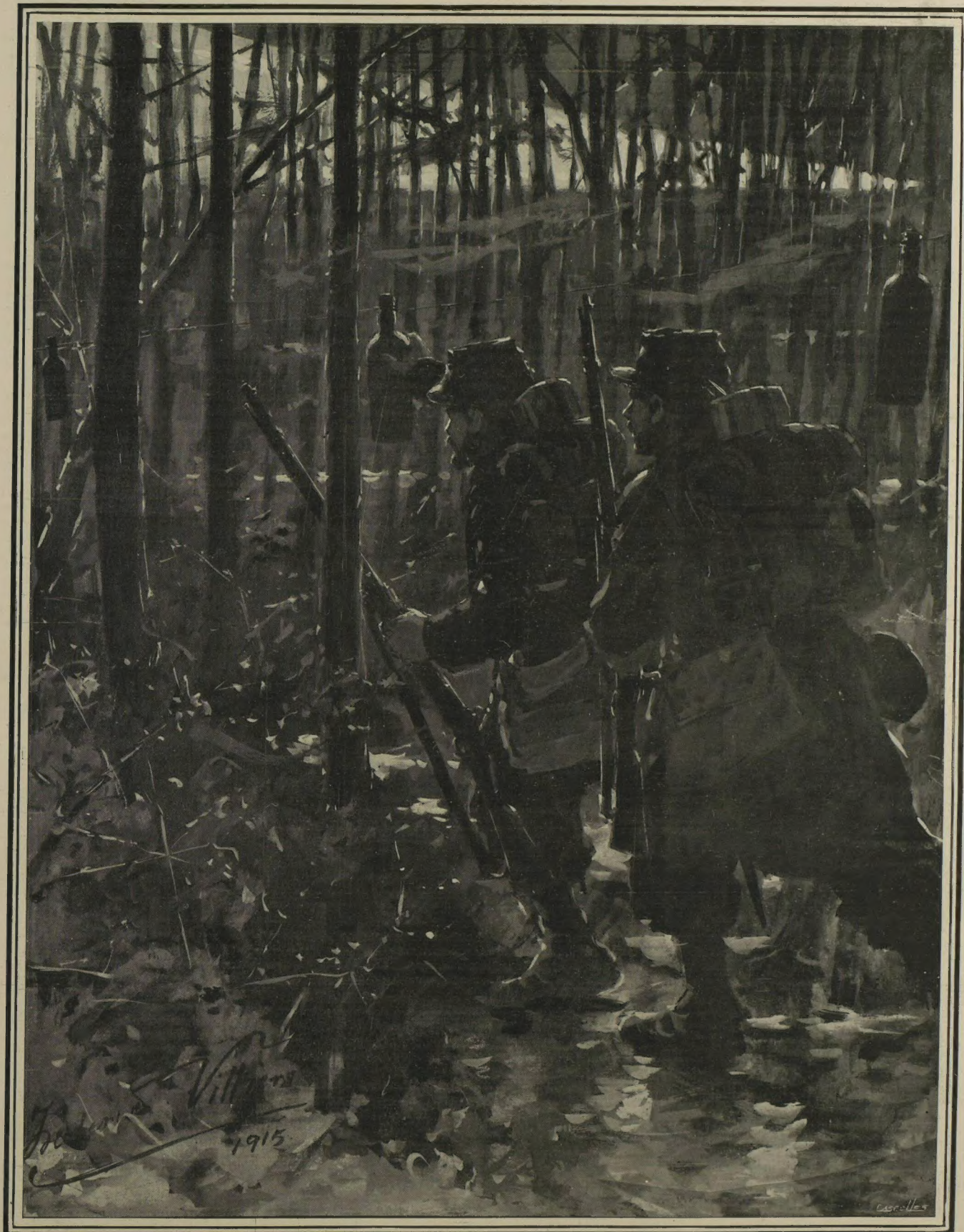
finest passenger-vessel on the ocean he has placed himself in the same category of human "scourges of God" as Attila and Hassan, of Khorassan—founder, in the eleventh century, of the murderous association from which we derive the word "assassin," an association which was the terror of the world for two centuries, and which at last the Tartars and other races combined to exterminate.

But this Order of the Assassins has now been revived with a vengeance by William "the Hun," and it is in the interest of the whole civilised world that it should be suppressed. To what extent the American people, who have been our fellow-sufferers from the greatest of all the Kaiser's crimes, are prepared to join us in the redress of our common wrongs remains to be seen; but it is possible that the



## BOTTLES AS GUIDES: "EMPTYIES" LEADING TO THE TRENCHES.

FACSIMILE SKETCH BY FREDERIC VILLIERS, OUR SPECIAL ARTIST AT THE WESTERN FRONT.



FEELING THEIR WAY BY TOUCHING BOTTLES STRUNG ON A WIRE AT TEN-FOOT INTERVALS: FRENCH RELIEFS FINDING THEIR WAY TO THE TRENCHES BY NIGHT.

In sending recently a drawing of the final march on Neuve Chapelle, our Special Artist, Mr. Frederic Villiers, said: "At night the final march commenced. Over sodden fields the troops were guided across the drier parts of the *terrain* by white signal-boards pegged to the ground." Now he sends, with the present drawing, the following note:

"The greater part of the battle-front is *forest fighting* on the French right. On misty and dark nights it is difficult for the reliefs to find their way to their respective trenches, so empty wine bottles are slung on wires from tree to tree to help them on their road."—[Drawing Copyrighted in the United States and Canada.]



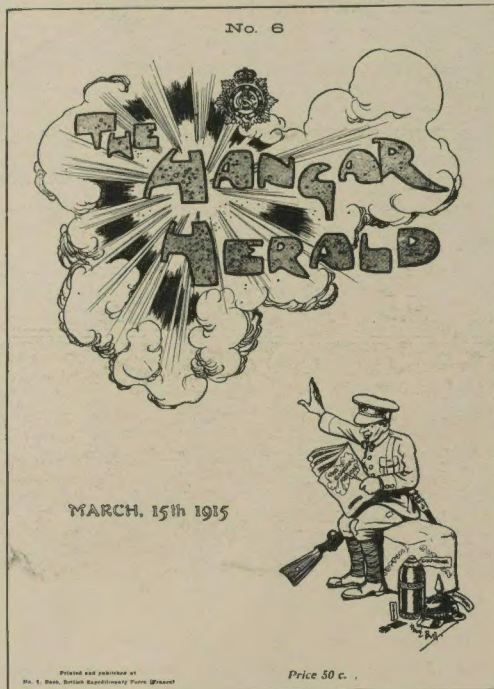
## SOLDIERS AND SAILORS AS JOURNALISTS: THE ACTIVE-SERVICE PRESS.

NOTHING has been more amazing and more encouraging throughout the long months of war than the unconquerable cheerfulness of our soldiers and sailors, as well as those of our gallant Allies, in spite of all the hardships and perils to which they are constantly exposed.

An interesting record of this cheeriness is to be found in the various journals or periodicals produced by men on active service, written, illustrated, and edited, in some cases, actually within sound of the guns.

To begin with those of British origin, and giving preference to the senior service, we have "The North Sea Times," an illustrated monthly magazine which describes itself as "the Autocrat of Naval Papers," and "as read by His Majesty the King." The editorial offices are situated on board H.M.S. *King Edward VII.*, Third Battle Squadron, and the magazine, the public is informed, is "edited and published on board by one Scribe and two Pharisees." The particular functions of the Pharisees are not specified, but, it may be said, there is no hypocrisy about the production. It is like the British sailor's heart, "ever open, brave, and free," and seasons things serious with the salt of humour. The enthusiasm animating the fleet that guards our shores is well shown in this passage of War Notes relating to the loss of the *Ocean* and the *Irresistible* in the Dardanelles. "We have dozens of ships to lose in a like manner and still to retain our supremacy over 'palm and pine.' The little *Amethyst* beats us, though. That was a real fine feat of hers. It merely goes to prove the indomitable spirit of the Britishers, and, were volunteers called for to force the Kiel Canal to-morrow, every officer and man would be ready and willing. It is such a spirit as this that won us the Empire in days of old, and, should the necessity arise, history will but repeat itself. All the German Battle Squadrons and Flotillas are reported as being safely at anchor in harbour. Good, we are watchin' 'em." Under the heading, "Things We're Not Sure About," are: "If the Germans are a little afraid we shall sink any more of their submarines by Wireless? (e.g., *U 12* sunk by aerial . . . *Ariel*)" and "Just how the Censor feels after reading a few thousand letters?" and "If he isn't tired of love and has decided to remain a bachelor?" The Navy is, apparently, not entirely in favour of abolishing

racing, for we read, under "Advertisements and Announcements": "The winner for the Derby is—well—er, get our next copy, please." Nor, again, would it seem to be entirely in sympathy with total prohibition, to judge by the following item under "Wit and Wisdom": "No drinking during the war. Alcoholic liquor ceasing to flow. Gurgle, gurgle, isn't it awful? It's absolutely the limit. The only way to get a decent whet nowadays



NEWSPAPER PRODUCTION ON ACTIVE SERVICE, IN THE BRITISH ARMY: THE COVER OF A RECENT NUMBER OF "THE HANGAR HERALD."

is to join the Royal Navy." The illustrations to "The North Sea Times" are equally spirited and humorous.

The British troops in France vie with their comrades of the Fleet in journalistic enterprise. Prominent among their literary productions is "The Hangar Herald," a fortnightly illustrated paper printed and published at No. 1 Base, British Expeditionary Force. It flutters lightly from grave to gay. For instance, in one and the same number we find an account of the Bishop of London's visit and a religious address of his to the troops, and various light anecdotes, very amusing, but hardly of the kind to be related to Bishops. Like his brother Jack of the sea, the British soldier is an adept at dropping into poetry, sometimes severe, sometimes lively—more often the latter. Here are some Kipling-like lines on an officer of the Army Service Corps—

Mine is the yellow section where  
the Canteen Counters are.  
Others have men to work their will,  
but I have a Jemadar.  
I have not the grace of Murray,  
but one of the best I am.  
It was I who loaded the well-known Ark,  
and insisted on taking Ham.

"Æsop Up to Date" is a topical war-version of "The Ass in the Lion's Skin."

Just such an ass is Kaiser Bill, now  
swelling big with pride,  
Though of all the lion's attributes  
he only has—the hide.

Topical parody in another vein tells of the troubles of the T.E.A.S.C., at Aldershot:

Who drills us daily on the Square?  
Whose whispered word will curl your  
hair?  
"Stand still! now, D—n you! As  
you were!"

The Assistant Adjutant.

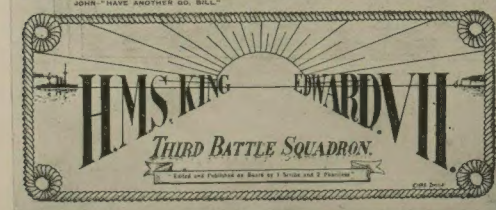
The prose part of the letterpress includes stories, character-sketches, and personal squibs and anecdotes. A feature, too, is the debating society known as

The Hangar Haranguers. The "Hangar Herald" has also a turn for prose-parody, as in a skit on a famous military writer whom all will recognise from the heading—"The War In the Moon—by Hilarious Bullock," extracted from "Wind and Water." This sprightly periodical has received, as it were, semi-official recognition, for, we read: "'Eye-Witness' has done us the honour of mentioning this paper in the account reproduced in the *Times* and other papers in their issue of Wednesday, April 7. In a very able description of what goes on at our Base, he ends up as follows: 'At one place the community even possesses a bi-monthly journal of its own known as "The Hangar Herald," which attains a literary level of some merit and is certainly not devoid of humour.' We can return the compliment."

Our gallant French Allies also have their active-service Press, as represented, for example, by "Le Petit Echo," a weekly illustrated paper, issued every Sunday, emanating from the 18th Regiment of Territorial Infantry and founded by Lieut.-Colonel Rat. This paper is remarkable for its excellent illustrations, many of the line drawings and thumb-nail sketches being of really first-rate quality. Its contents are at times more serious and sentimental than those of its British contemporaries, as theirs would doubtless be if the horrors of war were being enacted on British soil; but it also has its light-hearted and humorous side, and, whether grave or gay, it shows the gallant spirit of the French soldier at war. One of its pages was reproduced in our issue of March 20, and we find the following note in its number for March 21. "Nos succès. 'Le Figaro' vient de rendre hommage à l'entrain et à la gaieté de notre journal, et 'The Illustrated London News,' nous traitant comme un confrère, nous demande l'échange du service." The "Petit Echo" is strong on the poetical side, and a notable effort is a poem in honour of the women of France—"Hommage aux Françaises," given as an illustrated supplement. Among much lighter verse are some amusing lines on football at the front, as thus—

Allons, Poilus en bas longs!  
Chargeons! dribblons! Emballons!

There are, of course, many gibes at the expense of "les Boches." Altogether, "Le Petit Echo" is an admirable production, of which its editor may well be proud.



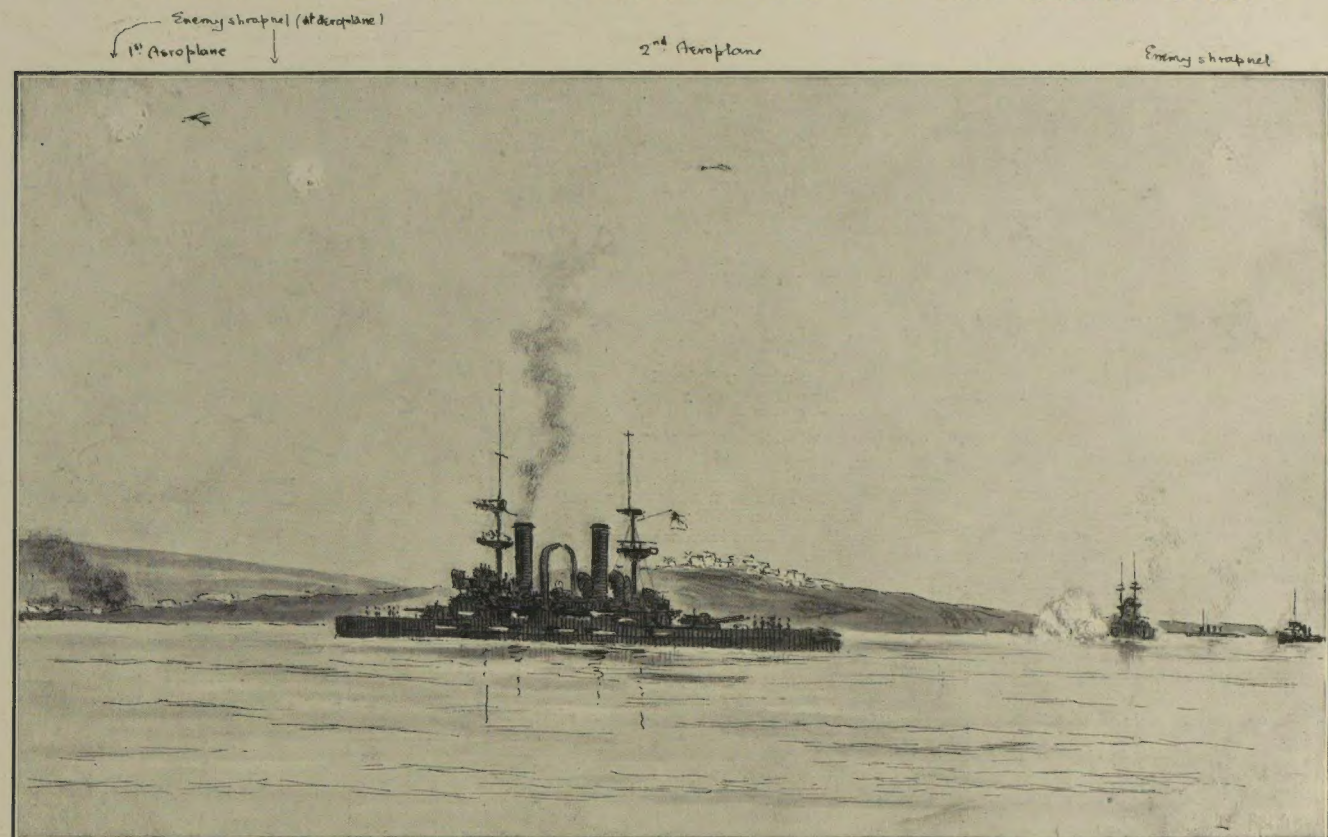
NEWSPAPER PRODUCTION ON ACTIVE SERVICE, IN THE ROYAL NAVY: THE COVER OF A RECENT NUMBER OF "THE NORTH SEA TIMES."



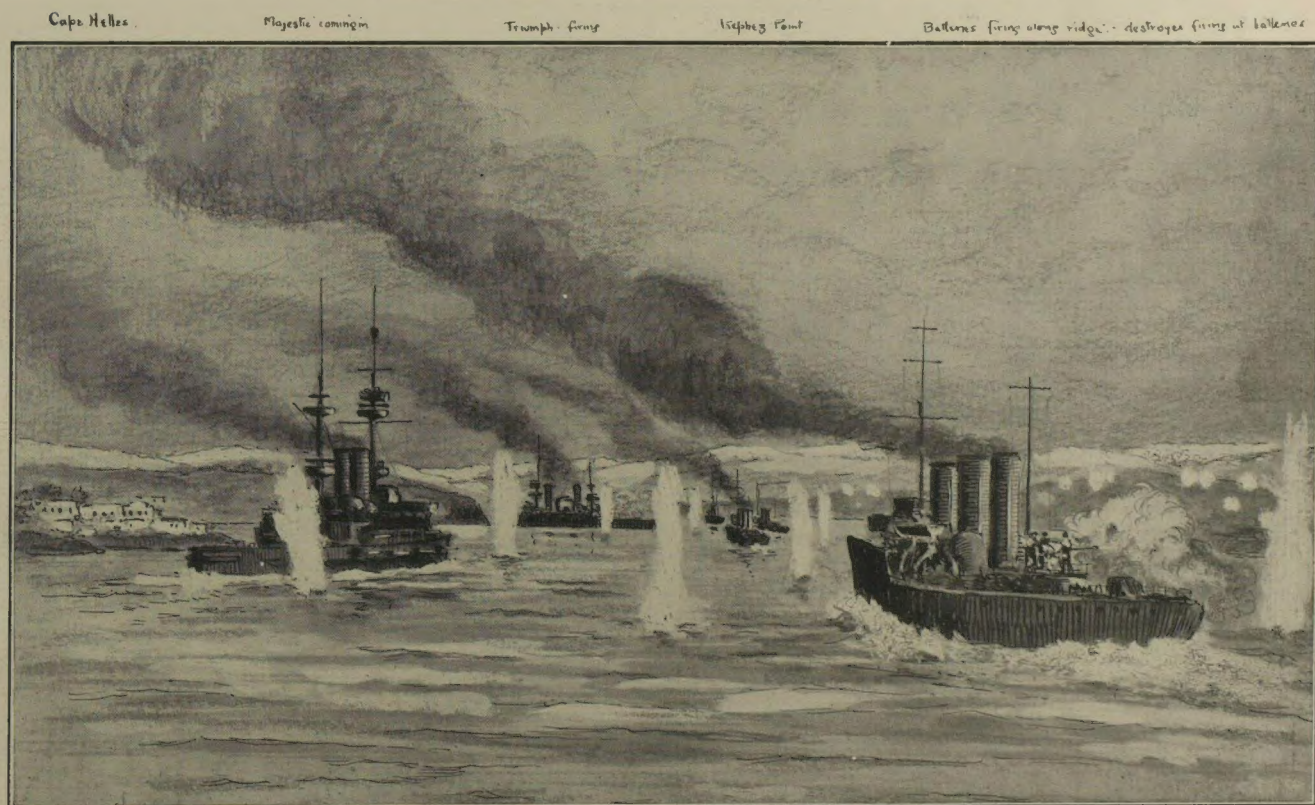
NEWSPAPER PRODUCTION ON ACTIVE SERVICE, IN THE FRENCH ARMY: A PAGE ILLUSTRATION FROM A RECENT NUMBER OF "LE PETIT ECHO."



# ANNOYING THE TURKS PREPARATORY TO THE GREAT DAY.



Smoke of shell-burst drifting away.  
← Kinn Kait  
"Triumph"  
Yeni-shahr village  
"Prince George" firing 12-inch  
Attendant destroyers  
WITH AEROPLANES TO GUIDE THE FIRING: THE "PRINCE GEORGE" SHELLING A CONCEALED BATTERY ON THE ASIATIC SIDE OF THE DARDANELLES, SUPPORTED BY THE "TRIUMPH" AND DESTROYERS, ON APRIL 10.



A RECONNAISSANCE BY WAY OF PREPARATION FOR THE GREAT DAY OF THE FORCING OF THE DARDANELLES: THE "TRIUMPH" ENGAGING THE KEPHEZ BATTERIES WITH ATTENDANT DESTROYERS, AND THE "MAJESTIC" SUPPORTING.

To the "Prince George," "Triumph," and "Majestic" was allotted the rôle of opening, on April 10 and 14, the phase of the Dardanelles operations which culminated in the landing on Gallipoli Peninsula, and the present attack on the Narrows by land and sea. They were sent within the Straits' entrance to shell the Turks while they were re-fortifying their positions after the March bombardment, to "annoy" the enemy

as a preliminary to the Great Day. In the upper sketch the "Prince George" is seen end-on, with attendant destroyers. The "Triumph" is nearer the reader, towards the centre. In the lower sketch (the action of April 18) the ship broadside-on to us in the centre is the "Triumph," with three destroyers close by, facing Kephez Point. The "Majestic" is to the left, off Cape Helles.



## SCIENCE &amp; NATURAL HISTORY



## SCIENCE JOTTINGS.

STAMPEDES IN WAR

OF all the emotions when aroused, Fear is, perhaps, the most difficult to control; though, so long as it can be kept within bounds, it is an indispensable goad to self-preservation. And this is as true in the case of man as in the lower animals. It may be described as an instinctive emotion capable of being roused into activity only after experience. That is to say, it is an inherent, life-saving response to danger, common to all the higher animals because all the individuals in which it was not developed have long since been eliminated, and with them all possibility of descendants inheriting the defect.

He who fights and runs away  
Shall live to fight another day.

The sentiments expressed in these lines are perfectly true, and perfectly commendable up to a certain point. That is to say, they are commendable only so long as fear is yoked with caution, so long as it is under complete control, so long as it can be used as a guide and not served as a master. When fear passes into terror, disaster must inevitably follow. The knowledge of these facts is at the bottom of the German campaign of "Brightfulness," which is being pursued with such miscalculated confidence to-day. They know well that terror begets panic, which is a kind of mental earthquake involving all in a common ruin.

A hyper-sensitiveness to fear makes cowards. What we all need is that sufficiency thereof which begets prudence. In its milder form we are admonished to look before we leap, and to determine deliberately on our course of action in such-and-such eventualities. But when these premonitory signs give place to the throbbing heart, blanched face, cold sweat, and the failing alike of the voice and knees, the danger zone has been reached. Presently, abject terror may throw its victim cowering to the ground, or may spur him on to precipitate flight, during which men have achieved most astounding feats of both running and leaping. Though most men like to believe themselves

strangers to fear, this is actually true of very few; and it is well that it is so, for the opposite of fearfulness is foolhardiness, which is equally bad for the individual and the race.

In the moment before battle fear must stand at the elbow of many; but with our countrymen, as these terrible days of trial have abundantly shown, fear has done no more than temper courage. It is this combination of fear and courage which is the backbone of the inimitable coolness under stress which has made the Briton respected and feared the world over. But even the Briton is not absolutely immune from the insidious influence of fear let loose, which is called Panic. There were one or two instances of this

falling back, and started a panic among the reserves, who suddenly rose and fled over the crest of the hill and down the south reverse. Some even threw away their rifles. During all this time they offered a good target to the Boers, who, in consequence, drove them up the hill crest again, where they finally had to surrender. But, in recalling this unfortunate incident, it must not be forgotten that these men were exposed to quite exceptional hardships, not the least of which was the long exposure to the glare of a burning sun.

The lower animals, as might be supposed, are far more liable to attacks of panic and stampeding. During the Boer War there were many disastrous instances of this—as, for example, at Talana Hill, when the whole of the transport and artillery horses stampeded and dashed through the infantry; and the same thing occurred again at Modder Spruit and Dundee. At Watervaal Drift it was the oxen that broke loose and stampeded. The terrified animals made straight for the Boer lines, and the contagion of fear speedily extended to the native drivers, who, after one or two ineffectual efforts to stay the torrent, gave up the attempt and themselves bolted. Over 1600 oxen were lost on this occasion. But the most terrible and costly of these stampedes was that of the mules at Nicholson's Nek. What exactly happened will probably never be known. But it seems that a few animals took the alarm and broke from their inexperienced drivers and stampeded into the mules of the battery. Immediately every mule in the column caught the infection, and rushed madly to the rear, and, charging through and through the men, tore down the valley into the darkness, where their further progress could be followed by the splintering of the ammunition-boxes against the rocks. This appalling disaster, which happened to the Gloucesters, left them without either guns or ammunition, and hence surrender was inevitable.

We are reminded by these happenings of the herd of Gadarene swine, which, possessed by the evil spirit of Panic, rushed pell-mell "down a steep place into the sea."

W. P. PYCRAFT.



Farrington Photo, Co.  
WOMAN'S PART IN THE SUPPLY OF MUNITIONS: GIRLS IN A LEEDS BULLET-FACTORY IN CHARGE OF STAMPING-MACHINES.

As Mr. Asquith said at Newcastle, regarding the supply of munitions: "To supply in these times of stress our country's needs may show a patriotism as deep as theirs who are every day hazarding their lives in the fighting line." This might well apply to women such as these, who work far into the night making bullets for the soldiers. They have doubled the output at Messrs. Greenwood and Batley's ammunition factory at Leeds, where the photographs were taken. It was stated recently that of 33,000 women who had enrolled on the Government register of war service for women, 6000 applied as armament-workers.

during the last Boer War—as, for example, during the battle of Ladysmith, when some of the reserves stampeded. The movement of men across the brow of a hill, under a galling fire, was mistaken for a



Farrington Photo Co.  
WITH THEIR MACHINES FLYING THE UNION JACK: WOMEN WHO SOMETIMES WORK ALL NIGHT MAKING BULLETS AT LEEDS.



Farrington Photo, Co.  
HELPING THE LADS AT THE FRONT TO FIGHT THEIR COUNTRY'S BATTLES: GIRLS EMPLOYED IN MAKING BULLETS IN A LEEDS AMMUNITION-FACTORY.



# GERMAN PRISONERS "GOOSE-STEPPING": AND JOFFRE AMONG HIS MEN.

ILLUSTRATION NO. 1 FROM A DRAWING BY GEORGES SCOTT; NOS. 2 AND 3 FROM PHOTOGRAPHS BY S. D'A



GERMANS DOING THE GOOSE-STEP BEFORE A FRENCH GENERAL IN ALSACE: A PARADE OF PRISONERS TAKEN BY THE FRENCH AT HARTMANNSWEILERKOPF.



A PROUD MOMENT FOR A FRENCH SOLDIER: A BRAVE CHASSEUR MITRAILLEUR DECORATED PERSONALLY BY GENERAL JOFFRE WITH THE MILITARY MEDAL.

With regard to the first illustration on this page, it may be recalled that the summit of the Hartmannsweilerkopf, in the Vosges, was recently captured by the French after some brilliant operations. As a British officer wrote in an account of the Vosges campaign recently issued by the Press Bureau, "the capture of this hill was of the first importance to the French." The Germans made great efforts to retake the hill, and on April 26 they actually succeeded in regaining the summit, but the French recaptured it the same evening and advanced down the eastern slopes.—The two



THE GREAT FRENCH COMMANDER-IN-CHIEF WHO IS A FATHER TO HIS MEN: GENERAL JOFFRE SPEAKING TO A WOUNDED FRENCH SOLDIER AT A MILITARY CEREMONY.

photographs at the foot of this page show the affection with which General Joffre is regarded by his men, and the manner in which he has gained it by his personal geniality towards them. In No. 2 he is seen talking to a *Chasseur mitrailleur* named Eugène François Lamadon, on whose breast he has just pinned the much-coveted *Médaille Militaire*, with its yellow-and-green ribbon. From left to right in the photograph are General Dubail, General Joffre, General de Maud'huy, and General de Pouydraguin.—[Drawing Copyrighted in the United States and Canada.]



## FRENCH INFANTRY CHARGING WITH THE BAYONET:

DRAWN BY



## OUR ALLIES VICTORIOUS TO THE NORTH OF ARRAS.

J. SIMONT.



IN THE DISTRICT WHERE THE FRENCH HAVE ADVANCED SEVERAL MILES AND TAKEN OVER  
BY A BATTALION OF THE

Simultaneously with the British advance announced by Sir John French on May 9, the French troops, it was officially stated in a Paris communiqué, "made considerable progress to the north of Arras in the direction of Loos and to the south of Cambrai. In the latter region (the statement continued) we captured on a front of 4½ miles two, and sometimes three, lines of enemy trenches. . . . Our advance extended at certain points to 2½ miles in depth. We took more than 2000 prisoners and six guns." The above drawing illustrates a brilliant bayonet-attack made a little earlier in the same region by French infantry on the southern spur of Notre Dame de Lorette, near Cambrai, a few miles north of Arras, and

2000 PRISONERS: THE CAPTURE OF THE SOUTHERN SPUR OF NOTRE DAME DE LORETTE  
158th REGIMENT OF INFANTRY.

about half-way between that town and Béthune. Notre Dame de Lorette itself has been the scene of some splendid French successes during the last few weeks. Fighting has been fierce and continuous in the district. On April 15 it was announced in Paris: "To the north of Arras we gained a brilliant success which completes that of last month. The whole spur south-east of Notre Dame de Lorette was carried with the bayonet by our troops, who now hold all the south-eastern slopes as far as the outer woodland fringe of Ablain St. Nazaire. We took 200 prisoners, including several officers, three trench-mortars, and two machine-guns."—(Drawing Copyrighted in the United States and Canada).



# THE LOST LINER: THE FLOATING HOTEL-PALACE SUNK BY THE GERMANS.

PHOTOGRAPH NO. 2 BY ILLUSTRATIONS BUREAU; THE REST BY TOPICAL.



THE MAIN ENTRANCE HALL AND A LIFT OF THE "LUSITANIA."



THE LOST CUNARDER: THE "LUSITANIA," A FLOATING PALACE.



THE RESTAURANT.



THE PROMENADE-DECK.



THE DRAWING-ROOM.



THE SMOKING-ROOM OF THE "LUSITANIA."

In these days of largeness and luxury, the word "palatial" has become almost a commonplace, yet in the case of the superb Cunarder which the enemy torpedoed off Old Kinsale Head, no other term would seem applicable. A floating palace, mainly for millionaires, it might have been called, but its capacity was so vast that the attack upon the vessel involved death to nearly twelve hundred men, women, and children; and, with the crew, when every berth was filled, it carried over three thousand souls. The number on board at the time of the tragedy was 1906. The "Lusitania" cost £1,250,000 to build, and

each voyage to New York and back cost £20,000. The equipment of the vessel was faultless in every detail. Every conceivable luxurious necessity was afforded—baths of every kind, electric lighting and other facilities, billiards, and all sorts of amusements, and salons equipped not only without regard to cost, but with cultivated taste. The "Lusitania" was, in simple fact, a floating palace-hotel, absolutely up-to-date, and literally built "regardless of expense," in order to cater faultlessly to the demands and tastes of the luxury-loving classes, and, now—it is at the bottom of the sea. "The pity of it!"



# FACSIMILE SKETCHES BY A SURVIVOR OF THE "LUSITANIA."

DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY MR. OLIVER P. BERNARD, THE WELL-KNOWN SCENIC ARTIST, WHO WAS SAVED FROM THE "LUSITANIA."



THE BEGINNING OF THE CATASTROPHE: THE EXPLOSION CAUSED BY THE TORPEDO AS SEEN ON THE STARBOARD BOAT-DECK.



THE END OF THE CATASTROPHE: ONLY THE FUNNELS AND MASTS OF THE GREAT LINER ABOVE WATER AS THE LAST BOAT LEAVES.

The sketches here reproduced in facsimile are of unique interest as being the work of probably the only man living able to draw them from his own first-hand experience. They are the work of Mr. Oliver P. Bernard, the well-known resident scenic artist of Covent Garden Opera, who happened to be among the saloon passengers on board the ill-fated "Lusitania," and, although unable to swim, had the good fortune to be saved. In these very vivid sketches he has reproduced the impressions of the great catastrophe as they struck his eye. He was one of the few people who were on deck (he had

come up early from lunch) and actually saw the periscope of the German submarine, the track of the torpedo as it sped towards its mark, and the effect of the explosion on the liner. This he has illustrated in the upper sketch on this page. The lower one shows the liner's funnels just before she went under. One woman who was saved, it is said, had the extraordinary experience of being carried down one of the funnels in the water and then shot out again by the force of the steam generated when the water reached the furnaces.—[Drawings Copyrighted in the United States and Canada.]



# THE SINKING OF THE "LUSITANIA": THE APPALLING CRIME NEAR THE OLD HEAD OF KINSALE.

DRAWN BY NORMAN WILKINSON FROM MATERIAL SUPPLIED TO HIM BY A SURVIVOR, MR. THOMAS K. TURPIN, OF VICTORIA, BRITISH COLUMBIA.



THE "LUSITANIA" GOING DOWN AFTER SHE HAD BEEN TORPEDOED BY A GERMAN SUBMARINE: WILFUL AND WHOLESALE MURDER COMMITTED BY "THE OFFICERS OF THE SUBMARINE AND THE GERMAN EMPEROR AND GOVERNMENT OF GERMANY."

On the eve of the "Lusitania" sailing from New York, on May 1, the German Embassy at Washington promulgated a Berlin Government notification that a submarine attack on the great liner was planned, and warned off intending American voyagers by her. Not conceiving that any civilised nation could really contemplate so unspeakable a crime, the notice was treated by the passengers as incredible and mere bluff, and the "Lusitania" sailed with 1906 people on board, 1255 being passengers. She crossed at 21 knots, and at two on the afternoon of May 7 was nearing the Old Head of Kinsale, on the South-West of Ireland. Information was received by "wireless" that enemy submarines were off the Irish coast, together with special Admiralty instructions which Captain Turner stated at the Queenstown inquest he did his best to follow. The boats had been previously slung out and the ship slowed down to 15 knots, partly owing to fog early, and also so as to reach the Mersey on the tide and avoid delaying for a

pilot. The look-outs were doubled and a sharp watch kept for submarines. No submarines were seen, stated Captain Turner; not a sign of any. He was on the bridge, when at a quarter-past two he heard somebody call: "There's a torpedo!" Immediately after it struck, the ship heeled over and began to sink, foundering in eighteen minutes. The watertight compartments were closed, but, as stated at the inquest, the explosion and inrush of water burst them in. There was no panic, and officers and crew did everything possible for the women and children. The heeling-over rendered the starboard boats useless. The verdict of the coroner's jury was in these unparalleled terms: "This appalling crime was contrary to international law and the conventions of all civilised nations, and we therefore charge the officers of the submarine and the German Emperor and Government of Germany, under whose orders they acted, with the crime of wilful and wholesale murder."—[Drawing Copyrighted in the United States and Canada.]

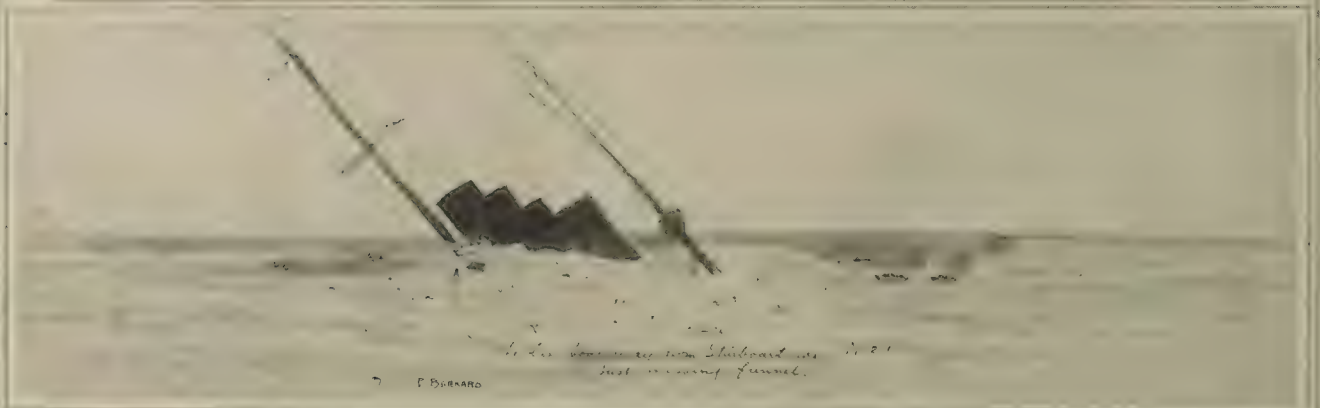


# FACSIMILE SKETCHES BY A SURVIVOR OF THE "LUSITANIA."

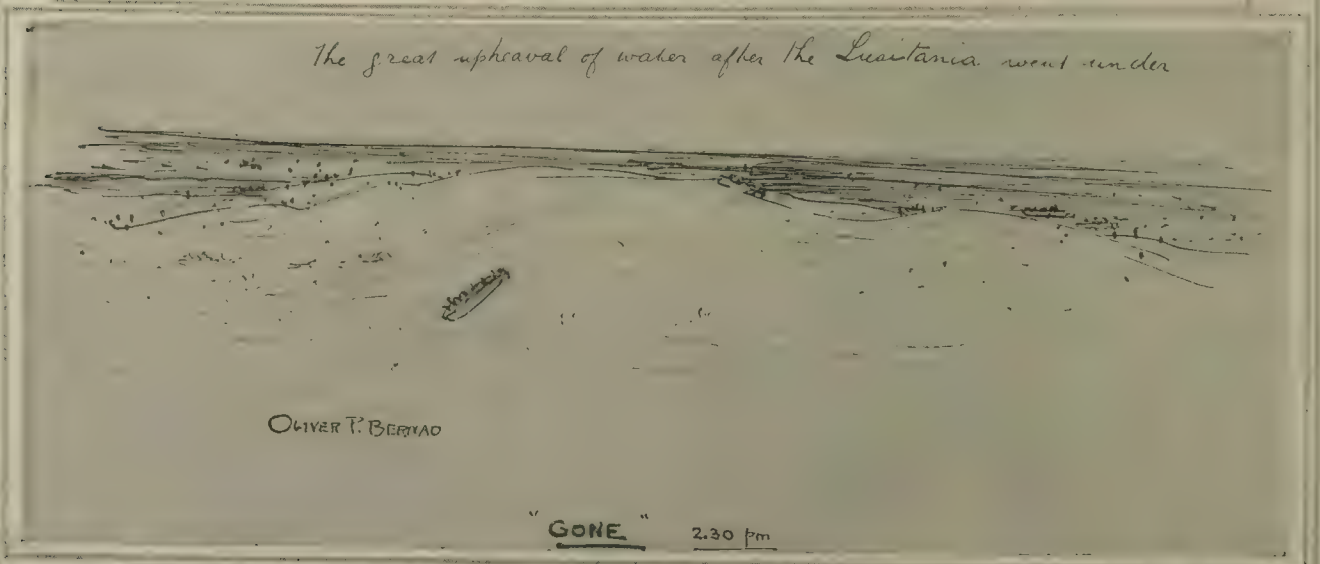
DRAWN SPECIALLY FOR "THE ILLUSTRATED LONDON NEWS" BY MR. OLIVER P. BERNARD, THE WELL-KNOWN SCENIC ARTIST, WHO WAS SAVED FROM THE "LUSITANIA."



A COWARDLY STAB IN THE SIDE BY AN UNSEEN ASSASSIN: THE "LUSITANIA" STRUCK BY THE GERMAN SUBMARINE'S TORPEDO.



THE LAST BOAT LEAVING THE STARBOARD SIDE OF THE SINKING LINER, AND JUST MISSING A FUNNEL: THE END OF THE "LUSITANIA."



AFTER THE GIANT CUNARDER HAD DISAPPEARED BENEATH THE SURFACE: THE VORTEX CAUSED AS THE "LUSITANIA" WENT UNDER.

As mentioned on another page of drawings by the same hand, these facsimile sketches of the last moments of the doomed "Lusitania" are unique in that they are the work of an artist who saw with his own eyes the tragic scenes of which he has here given his impressions. As resident scenic artist at Covent Garden, Mr. Oliver P. Bernard is peculiarly well qualified to render such impressions in a vivid and dramatic manner; while the fact that he was on board the lost liner and was among the passengers saved enabled him to add to these qualities in his drawings that of absolute authenticity. In

describing his experiences he mentions that the torpedo appeared to him to enter the "Lusitania's" side just about under the entrance to the saloon. Within about eighteen minutes of the torpedo striking her, he says, the proud Cunarder had disappeared beneath the surface of the sea. Where she had been there was left nothing but a mass of wreckage floating, and numbers of people struggling frantically in the water. The boat in which he himself escaped had a narrow risk of being crushed by one of the funnels as the ship lurched over.—[Drawings Copyrighted in the United States and Canada.]



# GERMANY'S GREATEST PIRACY: THE TORPEDOING OF THE "LUSITANIA."

PHOTOGRAPHS BY NEWSPAPER ILLUSTRATIONS, C.N., PHOTO. PRESS, AND TOPICAL.



ALL THAT WAS MORTAL OF ONE OF THE AMERICAN CITIZENS LOST WITH THE "LUSITANIA": BEARING THE BODY (COVERED WITH THE STARS AND STRIPES) AT QUEENSTOWN.



PICKED UP: CAPTAIN W. T. TURNER, IN QUEENSTOWN.



SAVED BY HIS LIFE-BELT: A RESCUED CRIPPLE.



MEANS BY WHICH SOME OF THE "LUSITANIA'S" PASSENGERS WERE SAVED: FIVE OF THE LINER'S BOATS.



FOR VICTIMS OF GERMANY'S GREATEST PIRACY: COFFINS FOR THE LOST, IN QUEENSTOWN.



SOLDIERS DIGGING GRAVES FOR THE VICTIMS: IN THE OLD CHURCHYARD AT QUEENSTOWN.

The first of the photographs on this page brings home in grim fashion that phase of the "Lusitania" disaster which has aroused wrath in the United States, whose Press, without important exception, declares that by sinking the unarmed liner, with nearly 2000 civilians aboard, Germany has placed herself outside the pale of civilised nations. Whether the tragedy is likely to lead the United States into war with Germany is doubtful, at the moment of writing, at all events.—Captain Turner, in command of the "Lusitania," went down with the ship; but was picked up after he had been three

hours in the water. He was taking the place, for the voyage, of Captain Dow, who was on leave. He started as a deck-boy, and rose to the command of a series of the world's most famous liners.—The number of boats it was possible to launch before the "Lusitania" sank is, at the moment of writing, uncertain; but it would appear that comparatively few could be launched, owing to the heavy list taken speedily by the ship. It would seem that the survivors number 764, and that 1142 were lost. The passengers aboard numbered 1255; and the crew, 651.



# THE GREAT LINER SUNK BY A GERMAN SUBMARINE; AND THE TYPE OF CRAFT WHICH CAUSED HER LOSS.



SHOWN IN SECTION AND IN SCALE ONE TO THE OTHER: THE CUNARD LINER "LUSITANIA." GERMAN SUBMARINE OF THE KIND RESPONSIBLE

The "Lusitania" is shown in sectional plan, with (seen in the water) a latest-type German submarine. Only such a vessel could have cruised so far out as the South of Ireland. These submarines are of upwards of 1000 tons displacement, and eighteen knots surface speed—reduced to twelve knots when submerged—and are armed with four torpedo-tubes and two guns. To facilitate comparison, the submarine is drawn to the same scale as the "Lusitania." Launched on June 7, 1906, the "Lusitania" met her fate just a month to a day before completing her ninth year afloat. From stem to stern the ship's length was 788 feet, and her breadth amidships, 88 feet. From bulwarks to keel the hull measured in depth, 60 feet. The four funnels rose to a height of 121 feet above the sea, and were 24 feet in diameter. The navigating bridge was 77 feet above the water line; the masts

TORPEDOED BY A GERMAN SUBMARINE ON THE AFTERNOON OF FRIDAY, MAY 7; AND A FOR THE DASTARDLY PIRATICAL ACT.

stood 210 feet high. The ship drew 33 feet water, and her gross tonnage amounted to 32,500. There were nine decks in all, and accommodation was provided for 550 first-class passengers, 500 second, and 1300 third, with a normal crew of 800 officers and men, making a total of 3150 the "Lusitania" was registered to carry. At the time of the disaster 1906 were on board. There were 24 boilers with 8 furnaces to each, the boilers being grouped in four stokeholds, each group with uptake to a funnel. The propelling machinery comprised six Parsons turbines with capacity of 25 knots speed; four turbines, of from 60,000 to 80,000 h.p., being for going ahead, two for going astern. To build the "Lusitania" cost a million and a quarter sterling.—[Drawing Copyrighted in the United States and Canada.]



# 1142 LOST: 764 SAVED: SURVIVORS FROM THE ILL-FATED "LUSITANIA."

PHOTOGRAPHS BY C.N., TOPICAL, AND ILLUSTRATIONS BUREAU



SURVIVORS: PASSENGERS SAVED FROM THE "LUSITANIA."



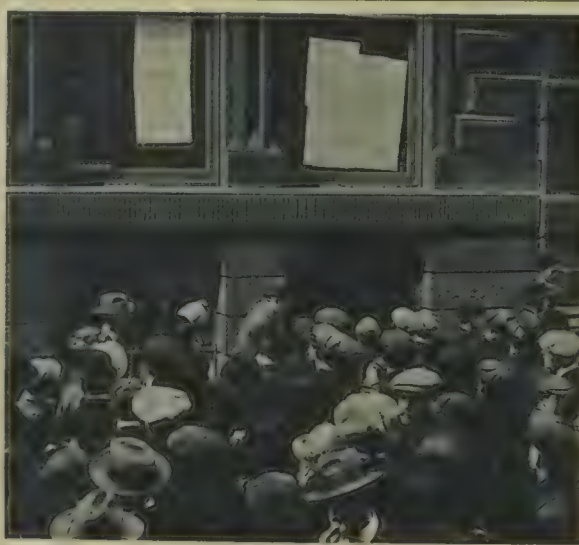
WOUNDED AND SHAKEN: A SURVIVOR (CENTRE).



AT EUSTON: A SURVIVOR WITH AN INJURED HAND.



IN A DUFFLE SUIT: MR. J. D. AYALA, CUBAN CONSUL-GENERAL, LIVERPOOL.



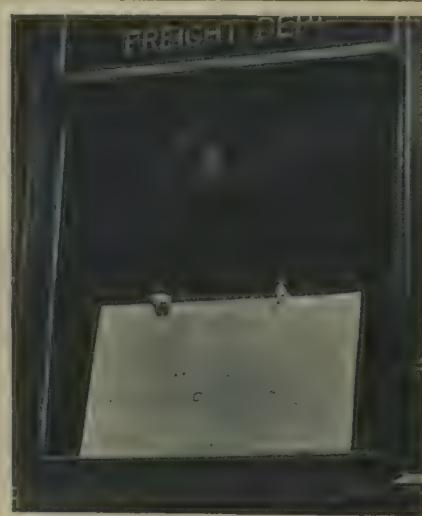
THE ANXIOUS CROWD: OUTSIDE THE CUNARD LIVERPOOL OFFICE.



CLAD IN A BLANKET: A RESCUED MEMBER OF THE CREW.



A CHILD WHO LOST HER PARENTS: HELEN SMITH (AGED FOUR).



THE FIRST ROLL OF SURVIVORS: POSTING THE LIST AT LIVERPOOL.



IN PYJAMAS AND MACKINTOSH: A WOMAN SURVIVOR.

At the moment of writing, the "Lusitania's" death-roll is estimated officially at 1142. The passengers aboard and the crew numbered 1906. When every berth was full, the liner would have 3150 souls aboard. It is understood that Lord Mersey, who conducted the inquiry into the losses of the "Titanic" and the "Empress of Ireland," will preside

over an inquiry into the circumstances of the sinking of the "Lusitania" by the German submarine. It is significant that the first survivors to arrive in London were met at Euston by Dr. Hines Page, United States Ambassador in London, who was accompanied by two of his secretaries.



## DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

PHOTOGRAPHS BY LAFAYETTE, ELLIOTT AND FRY, SPEIGHT, FRY, BARNETT, BASSANO, MAULI, AND FOX, HARRODS, WESTON, WAY, THOMSON, AND HAWKS



Our portraits include this week that of Brig.-Gen. Julian Hasler, who had seen much service in India and Africa, being severely wounded in the South African War, mentioned in despatches, and received both medals, with six clasps. Lieut.-Col. Herbert Carington Smith was killed in the Dardanelles. He fought with distinction in Egypt and South Africa (both medals, with seven clasps). Curiously, he had a presentiment that he would lose his life in the present war. Lieut.-Col. Doughty-Wylie, C.B., C.M.G., was serving on the Staff of General Sir Ian Hamilton when he fell. He had a distinguished record of service in India, Egypt, etc., and during the massacre of Armenians by Turks at Adana saved thousands of lives by his courage and capacity. Lieut.-Col. Archibald S. Koe received medal with clasp for services on the Chin-Lushai Expedition, 1889-90, and a second medal and clasp for the operations at Chitral in 1895. 2nd Lieut. J. R. Wallace was the son of Mr. Roger W.

Wallace, K.C., and was a Rugby and Oxford man. His C.O. said of him that his pluck and unselfishness after being hit will always be remembered. Lieut.-Col. G. H. Shaw, V.D., was the first Territorial officer to be killed in action. 2nd Lieut. Alan Maurice Eustace Swabey came of a family of soldiers. His great-grandfather fought under Wellington at Waterloo, and an ancestor was an officer in the great Duke of Marlborough's army in Flanders. Lieut. Geoffrey Elliot Blackett was the only son of Lieut.-Col. and Mrs. Blackett, of Acorn Close, Sacriston, near Durham. He received his commission three years ago in the 8th Durham Light Infantry, of which his father was in command. 2nd Lieut. H. Eardley Pinhey was only nineteen. He was the eldest son of Mr. John C. Pinhey, Royal Canadian Academician, of Wolfenden, Hudson Heights, Canada. 2nd Lieut. Norman Sawers Scott, then in the O.T.C., won a Cup for general efficiency.

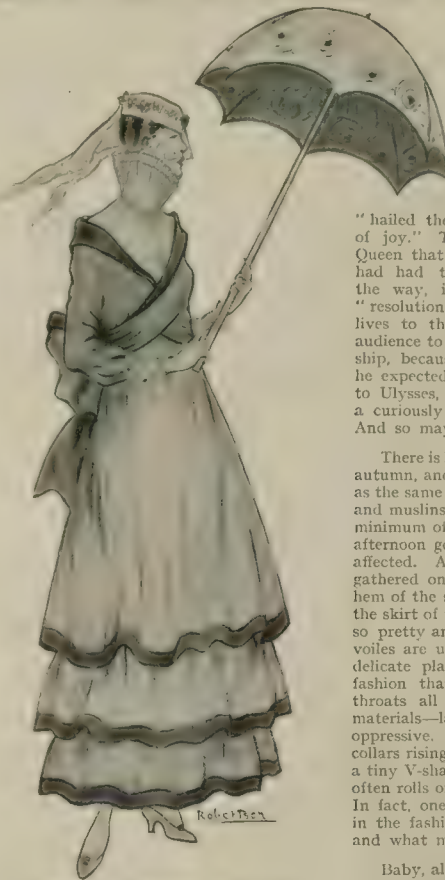


## LADIES' PAGE.

"HERE is a recruiting sergeant," I said to the young woman who was walking with me; "see the little bunch of ribbons on his cap." To which she replied, with a heavy, longing sigh, "He should recruit me if he might." Thousands of girls, beyond a doubt, are in a similar frame of mind. It is hard indeed for them to realise that they may be filling a niche where their work is as important as going to the front. Yet any sort of chance to render self-devotion to the Motherland would be gladly grasped by a great number of strong, energetic young women, and possibly they might be employed in active war service of more than one kind in far greater numbers than has yet been thought of. They might be stretcher-bearers at the front, and orderlies, for instance, to set free many of the thousands of men now engaged in such perilous but non-combatant work. The happy chance has, in fact, come to a few women, and has been splendidly met, apparently, by all to whom it has been fortunately allowed by fate. Major Gordon, who acts continuously as King's Messenger between our King and the Belgian hero-king, told the St. John's Ambulance Association recently of the good work being done at the front by Lady Dorothea Feilding and many others. One incident, he said, had filled him with admiration and amazement. In one of the towns still held by the Belgian Army, and constantly shelled, so that the streets are most unsafe, Major Gordon saw an ambulance-wagon coolly driven in by an English girl; inside it were only two other British women. As calm as if on a tennis-court, these three picked up as many as the vehicle could take of wounded men, and drove off with their sad load to hospital. Thousands of girls' hearts will leap with longing to go and do likewise as they read of this quiet heroism of their unnamed sisters, and they will feel damped and depressed if good housewifery be offered to them in exchange.

Yet Mr. Lloyd George is right when he says that saving the national resources is a very important portion of present war work, and to a great extent this economy lies in the hands of women. As Mrs. Carlyle said to herself when she was "weeping weakly, with a sense of forlorn degradation," because she had to sit up late at night to bake bread for Carlyle's breakfast: "After all, in the sight of the Higher Powers, what is the mighty difference between Benvenuto Cellini sitting up all night to cast his statue of Perseus and a woman with a dyspeptic husband sitting up to bake a loaf of bread? The man's persistence, his resource, his energy, were the really admirable things"—and such qualities may find as true and as essentially useful expression in hidden domestic life as in the great excitements and efforts of the battle-field. Nevertheless, the faculties of women, both in thought and action, should surely be allowed full scope as far as possible. It is, perhaps, rather a pity that the great value that such services may be, as proved by Miss Nightingale in the Crimean War, were not emphasised by a suitable ceremony at the unveiling of her monument recently.

Again, when one thinks of what women can do for the country in war, who can help recalling the great name of Queen Elizabeth, at the helm of England when the nation last encountered perils and made sacrifices comparable to those now



AN ORIGINAL AFTERNOON FROCK WITH A CHEMISE AND HIGH FRILLED COLLAR OF WHITE TULLE AND A FLOUNCED SKIRT OF THE SAME MATERIAL. THE FLOUNCES BEING HEMMED WITH BANDS OF DARK-BROWN NIXON. The fichu bodice which forms a large bow at the back is carried out in pale-pink gros-grain silk showing a lining of dark-brown Nixon.

upon us? And how finely all that ended! One of the sage actions of Elizabeth was to found the first printed newspaper, "The *Englische Mercurie*, published by authority, for the contradiction of false reports." Three numbers of it are now in the British Museum, and the first contains advice that the Armada was "in the chops of the Channel, making for the entrance, with a favourable gale." No false optimism or hiding the truth, you see! But the report goes on to say that her Majesty's fleet, though only 80 sail as against at least 150 of the coming enemy, "hailed the arrival in sight of the enemy with acclamations of joy." Then comes an account of an interview with the Queen that the Lord Mayor and Common Council of London had had the day before (the date of the newspaper, by the way, is July 23, 1588) to assure her Majesty of their "resolution to stand by her with their fortunes and their lives to the last." The Scotch Ambassador had also had an audience to express to the Queen King James's continued friendship, because "the young King said . . . that all the favour he expected of the Spaniards was the courtesy of Polyphemus to Ulysses, that he should be devoured the last!" All which has a curiously topical bearing and application to-day, has it not? And so may it be of good omen!

There is likely to be a shortage of dyed woollen materials in the autumn, and fine dyed cloths are already more than twice as dear as the same materials were last summer. But of charming cottons and muslins there is no lack, and they make dainty frocks at the minimum of expense. The style for such little morning and quiet afternoon gowns is of the simplest. The one-piece cut is much affected. A Raglan sleeve, a full skirt and corsage all in one gathered on to a plain yoke, a deep belt of soft silk, and a tiny hem of the same silk showing under the scalloped or plain edge of the skirt of the fancy material—what can be more simple, and yet so pretty and girlish? The designs of the muslins and cotton voiles are usually rather large and somewhat vivid, on white or delicate plain-coloured grounds. It is the usual absurdity of fashion that dictates high collars for summer wear, after open throats all the winter; but as the collars are of the softest materials—lawn and tucked muslin, and so on—they are not really oppressive. Many of the little frocks, too, are provided only with collars rising high at the back of the throat, cut low or even with a tiny V-shaped opening under the chin; and the Raglan sleeve often rolls on from the shoulder line into such deep back collars. In fact, one can select precisely what is most becoming, and be in the fashion all the same, in the matter of the throat finish; and what more can we ask?

Baby, always an object of loving interest, is now more than ever a national asset. The science of motherhood is, if possible, of increased consequence; and so all mothers should possess themselves of the new "Baby Book" published by the proprietors of that excellent food "Glaxo." Its ninety-six pages are crammed with useful hints and information about baby. One great advantage of this book is that, although compiled by a doctor and a nurse, it is written in plain, simple language. Copies can be obtained free of all cost from Glaxo, 47 S. King's Road, St. Pancras, London, N.W. FILOMENA.

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## LITERATURE.

"The City of Dancing Dervishes."

Only a small proportion of papers contributed to magazines and reviews are worth reprinting, for a great proportion are called for by the needs of the hour, and perish with it. Leisurely writing calls for leisurely readers, and they are a minority in this country. At the same time, it must be admitted that Mr. H. C. Lukach's slim volume, "The City of Dancing Dervishes" (Macmillan), holds several sketches that deserved to rank higher than mere alms for oblivion. An Oriental scholar, he knows the Turk and Turkey, and consequently he is just and careful in his estimate of both. He pays tribute to the Turk's virtues—there are such things, despite the popular Press; and his pictures of travel into remote corners of the Ottoman Empire are pleasing because they have been shrewdly observed and are absolutely fair. A chapter on Turkey's most famous jester, the Khoja Nasr-ed-Din, whose artfulness and simplicity in deft combination have set the informed section of European readers laughing so often, is one of the most attractive in the book; and a brief sketch of the late Kiamil Pasha is sufficient to show

that Turkey can still raise statesmen of the first class. There is an Arab saying that runs "Always ask your wife's advice—never follow it." The Khaliph has too often treated his shrewdest advisers in like fashion, with results that all the world is witnessing to-day. We might have preferred a serious work on Turkey from a pen so well able to write it; but, failing this, Mr. Lukach's volume of miscellaneous papers is very welcome. The average Englishman's knowledge of the Turk is rudimentary, and the problem of a wonderful though backward Empire still awaits solution. In the light of what has been achieved under grave difficulties, we may see what possibilities remain to the house of Othman, and Mr. Lukach devotes several of his essays to a consideration, direct or indirect, of the accomplishments and effects of the Turkish régime in Europe and Asia. It is a pity that the author did not use all the influence within his grasp to secure an interview with the ex-Sultan Abdul Hamid. It would make rare reading to-day.

Some New Gardening Books. The Briton gardens even in war, and those who are compelled to stay at home find in gardening a respite from the evil nightmare which darkens all our thoughts.

"The Book of Hardy Flowers," edited by H. H. Thomas, is beautifully illustrated with colour photographs by H. Essenhugh Corke, and sixty-four half-tone plates (Cassell, 12s. 6d. net). The text, arranged alphabetically like an encyclopædia, is a descriptive guide to garden trees, shrubs, and flowers suitable for planting out of doors in summer. "The Garden Under Glass," by William F. Rowles (Grant Richards, 6s. net), as its title indicates, deals with greenhouses, conservatories, and frames, and the appropriate flowers, fruits, and vegetables to grow in them. The book is written for the amateur, and is illustrated with diagrams, drawings, and photographs. "Every Woman's Flower Garden," by Mary Hampden (Herbert Jenkins,



ACCUSED OF ACTING AS A SCOUT: THE GERMAN HOSPITAL-SHIP "OPHELIA," RECENTLY THE SUBJECT OF A TRIAL IN THE ADMIRALTY COURT.

The "Opheelia" was brought into Great Yarmouth last October by H.M.S. "Meteor" as her movements and equipment were so suspicious that she was not considered entitled to immunity from capture as a hospital-ship, according to the Hague Convention. The case in the Admiralty Court ended on May 6, and the President reserved judgment.

Photographs by Barratt.

5s. net) is a practical little work, with some fanciful illustrations in colour, and many designs in diagram for garden beds and borders. "The Hobby Gardener," by A. C. Marshall, F.R.H.S. (Pearson, 1s. net), is a cheap and useful little manual arranged on the calendar principle, with instructions month by month illustrated by diagrammatic drawings. "Italian Gardens of the Renaissance," by Julia Cartwright (Smith, Elder, 10s. 6d. net) is a charming collection of essays, most of them contributed originally to various magazines. The horticultural interest is mingled largely with the biographical and artistic. There are sixteen full-page illustrations from photographs. "Floral Rambles in Highways and Byways," by the Rev. Professor G. Henslow, F.L.S., F.G.S., gives in an easy and interesting style much botanical lore about the familiar wild flowers. It is excellently illustrated.



SUNK BY A MINE WHILE OPERATING OFF THE BELGIAN COAST: H.M. TORPEDO-BOAT DESTROYER "MAORI."

The Admiralty announced on the night of Saturday, May 8: "While operating yesterday off the Belgian coast, the torpedo-boat destroyer 'Maori,' Commander B. W. Barrow, R.N., struck a mine about two miles north-west of Weilenen Lightship. The crew took to the boats when the ship was sinking. H.M.S. 'Crusader,' Lieutenant-Commander Thomas K. Maxwell, R.N., which was in company, lowered her boats to assist in picking up crew of 'Maori,' but the enemy then opened fire from shore batteries, and 'Crusader,' after being under fire for one and a-half hours, had to leave her boats and retire. It is reported from German sources that the crew of 'Maori' and the boats' crews of 'Crusader,' 7 officers and 88 men in all, were taken prisoners into Zeebrugge. The 'Maori' was launched in 1909 and displaced 1035 tons.—[Photograph by Newspaper Illustrations.]

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### The Mother of this Boy says:

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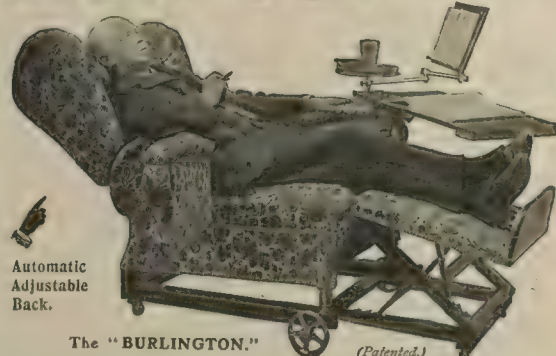
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## WILLS AND BEQUESTS.

THE will (dated Dec. 24, 1909) of Mr. BERNARD ROTH, of Kingswood, Clay Hill, Enfield, formerly of 38, Harley Street, W., who died on March 29, son-in-law of Mr. John Bright, has been proved, and the value of the estate sworn at £84,843 11s. 9d. He gives £500 to his brother Colonel Reuter Roth; shares of the face value of £500 to his brother Henry Ling Roth; a conditional legacy of £500 in trust for his daughter Helen Roth; £1000 and the household effects to his wife; £5000 in trust for each of his nephews Alfred and Kingsley Roth; legacies to servants; and the residue in trust for his wife for life, and then for his two children.

The will of Mr. JACQUES VAN RAALTE, of Holland House, Broadwater Down, Gunbridge Wells, who died on Nov. 5, is proved by his brother, Mr. Marcus van Raalte, and Mr. Walter Pearson Toussaint, the value of the estate being £167,567. He gives £500, the household furniture, and an annuity of £3000 to his wife; £100 to the Surgical Aid Society; £100 to the Convalescent Home for Children, Hawkenbury; £100 to the Association for the Oral Instruction of the Deaf and Dumb; £100 to Miss Sharmans Home for Orphans; £300 to Walter P.

Toussaint; and legacies to servants. The residue of the property is to accumulate during the lifetime of his wife, and on her decease, £10,000 is to go as she may direct, and the ultimate residue divided between his nephews and

Villiers Forster, and Thomas Swinfen Parker Jarvis, the value of the unsettled estate being £63,651 5s. 10d. He gives £1000 and the furniture in his flat in town, to his wife; £2000 to Violet Evelyn Wellesley; £300 to the Rugeley District Hospital; and the residue of the personal estate in trust for his wife for life, and then to follow the settlement of the family property. All real estate over which he had power of disposition is to be held in trust for Lady Forster for life, with remainder to Violet Evelyn Wellesley and her issue.

The will (dated Nov. 9, 1895) of Mr. HENRY HILL, of Thames Bank, Grove Park, Chiswick, and 30, Great St. Helens, City, who died on Jan. 15, is proved by Ernest Hill, the brother, the value of the property being £145,814. Subject to a bequest of £2000 to his sister Emily Martha Hill, testator leaves everything to his brother.

The will and codicil of Mr. SAMUEL WATSON JAMESON, of 2, Great Cumberland Place, W., brother of the Right Hon. Sir Leander Starr Jameson, who died on March 26, have been proved, the value of the property amounting to £21,579. The testator gives £500 to his brother Middleton Jameson; £200 annuity to his daughter Blanche; and the residue of his property equally to his children.



WHILE AWAITING ORDERS FOR THE DARDANELLES: OFFICERS OF ONE OF THE NEW SOUTH WALES CONTINGENTS OFF DUTY IN EGYPT.

What proportion of the Australians are with the Dardanelles contingent is not publicly known.

How some of those who are there fought at the landing we learn from the account that has been published. "They proceeded to scale the cliff without responding to the enemy's fire. They lost some men, but did not worry, and in less than a quarter of an hour the Turks were out of their second position."

Photo. Record Press.

nieces, James, Charles, and Mathilde, and the nine children of his brother David.

The will (dated Jan. 18, 1911) of COLONEL SIR CHARLES FORSTER, Bt., of Lysways Hall, Rugeley, Staffs, for a number of years a clerk in the House of Commons, who died on July 3 last, is proved by his brother, Sir Francis



AUSTRALIANS READY FOR HARD WORK ANYWHERE: A GROUP OF THE 10TH AUSTRALIAN A.S.C. SECTION IN EGYPT.

The Australian contingent made its appearance in Egypt completely organised for immediate field service, with cavalry, infantry, artillery, and transport and hospital units. We see a party of the Army Service Corps, some of whom are with the Dardanelles expedition. They are seen with two camp pets, a young rabbit and a terrier pup, born while on the voyage to Suez. These brave Colonials are very human indeed.—[Photo. Topical.]



THE STAMP OF MEN WHO LANDED AT THE DARDANELLES: A NEW ZEALANDER GUARD WHILE ON DUTY IN EGYPT.

The New Zealanders first disembarked in Egypt, whence certain of them went to the Dardanelles and took a brilliant part in the landing at Gaba Tepe. With their Australian brothers in arms, "they waded ashore, and, forming in some sort of a rough line, rushed straight on the flashes of the enemy's rifles. . . . It was over in a minute. The Turks were bayoneted or ran away, and a Maxim was captured."—[Photo. Record Press.]

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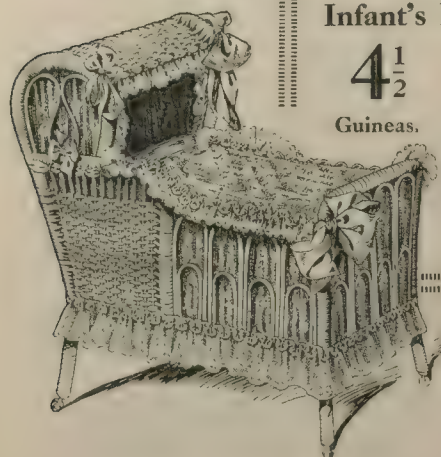
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## CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Malford Lane, Strand, W.C.

J FOWLER.—We will find the answer for you, and will send it on the card you enclose.

J F FORD'S (Brighton).—This part of the paper goes to press so early that it is impossible to acknowledge solutions the same week that letters reach us.

H X.—Your further batch of problems shall have our early attention.

R C DURELL.—Much obliged.

N S ALDER.—Your problem shall be examined.

W C LIVINGSTON.—We are much obliged for your communication. The enclosure shall be reported upon at an early date.

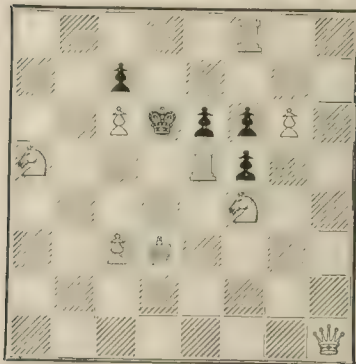
REV. C C W SUMNER.—Your problem was well received by our solvers.

SOLUTION OF PROBLEM No. 3700.—By A. M. SPARKS.

1. B to R sq; but several correspondents suggest another solution, by
1. Kt to Q B 4th, etc.

PROBLEM No. 3703.—By Y. KONTINIEMI (Raabe, Finland).

BLACK.



WHITE.

White to play, and mate in two moves.

SOLUTIONS OF PROBLEM No. 3692 and 3693 received from Professor K P D'SA, M.A. (Rangoon) N.S.A. (Rangoon), G Taylor (P. 1000), and R L Durell (South Woodford), J J Dennis (Gosport), J Fowler, J Smart, G Wilkinson (Bristol), and J F Forbes (Brighton).

CORRECT SOLUTIONS OF PROBLEM No. 3701 received from H Maxwell Pridoux (Exeter), A H Arthur (Bath), Rev. J Christie (Redditch), R L Durell (South Woodford), J J Dennis (Gosport), J Fowler, J Smart, G Wilkinson (Bristol), and J F Forbes (Brighton).

## CHESS IN LONDON.

Game played in the City of London Chess Club, between Messrs. O. C. MULLER and W. H. WATTS.

(Queen's Pawn Game.)

| WHITE (Mr. M.)  | BLACK (Mr. W.) |
|-----------------|----------------|
| 1. P to Q 4th   | P to Q 4th     |
| 2. P to K 3rd   | Kt to K B 3rd  |
| 3. B to Q 3rd   | P to B 4th     |
| 4. P to Q B 3rd | P to K 3rd     |
| 5. Kt to Q 2nd  | Kt to B 3rd    |
| 6. P to K B 4th | B to K 2nd     |

The first dozen or so moves of this game follow very closely, but not quite in the same order, those of one played in the Hastings Tournament between Tinsley and Burn. In noting it, Schiffer thinks B to Q 3rd is now the better move, because, in most cases, the Bishop eventually goes there.

|                   |                |
|-------------------|----------------|
| 7. K Kt to B 3rd  | K Kt to Kt 5th |
| 8. Q to K 2nd     | P to B 5th     |
| 9. B to B 2nd     | P to B 4th     |
| 10. Kt to K 5th   | Kt to B 3rd    |
| 11. Castles       | B to Q 2nd     |
| 12. Kt takes B    | Q takes Kt     |
| 13. Kt to B 3rd   | Castles        |
| 14. B to Q 2nd    | P to Q Kt 4th  |
| 15. Kt to K 5th   | Q to B 2nd     |
| 16. P to K R 3rd  | P to Q R 3rd   |
| 17. P to Q Kt 3rd | Kt to K 5th    |
| 18. B takes Kt    | B P takes B    |
| 19. Q to Kt 4th   |                |

White could probably have drawn by 19. Kt takes Kt, Q takes Kt, 20. P to Q Kt 4th; and there is nothing much left for either side.

19. R to B 4th

Those willing to pay the price demanded for the Riccardi Press Books do so for the sake of exquisite printing and paper. Thus, though Tennyson's "In Memoriam" can now be bought for sixpence or a shilling, the price of the Riccardi Press edition is 6s. net, if bound in boards, or 12s. 6d. net bound in natural-grain parchment. There are also ten copies for sale printed on vellum and bound in limp Kelmiscott vellum, at nine guineas net. Such things are for the gourmets of literature, the rich collectors to whom the letter is of no less importance than the spirit. The edition contains just the text of the poem, without decoration or illustrations, and the cover is severely simple. Mrs. Browning's "Sonnets From the Portuguese," Washington Irving's "Knickerbocker Papers," and A. E. Housman's "A Shropshire

Lad," have been published in similar format, at 5s. net, 6s. net, and 7s. 6d. net respectively for the editions in boards. The paper editions are limited to 500 or 1000 copies. The books are issued by Mr. Philip Lee Warner, publisher to the Medici Society.

An indispensable necessity to all who are connected with the newspaper world in any responsible capacity, Sell's World's Press, published by Sells Ltd., 106-109, Fleet Street, E.C., is also of wide general interest and value. It has well been called "The Handbook of the Fourth Estate," and it is surprising what a wealth of practical and reliable information upon the business and the editorial sides of the newspapers of the world has been included in this admirably got-up five-shilling volume. The literary side of newspaperdom is not neglected, and there are a number of well-written articles, informative, and in some cases amusing, as well as of popular interest.

OPENED BY THE PRINCESS ROYAL: THE NEW BUILDINGS OF MARGARET STREET HOSPITAL FOR CONSUMPTION.

The new buildings of Margaret Street Hospital for Consumption (28, Margaret Street, W.) were opened by the Princess Royal on May 4. Imperative necessity compelled their erection. Nothing has been wasted on decorations, but £5000 still remains to clear the cost, the debt seriously hampering the utility of the Hospital, and help is urgently asked.

information upon the business and the editorial sides of the newspapers of the world has been included in this admirably got-up five-shilling volume. The literary side of newspaperdom is not neglected, and there are a number of well-written articles, informative, and in some cases amusing, as well as of popular interest.

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on URODONAL, giving Doctors' Opinions, Report from the "Lancet" of Dec. 10, 1914, and interesting points on How to Maintain Health, sent post free on application to the Agents—

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Tortured by Pain



He can only be relieved by

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British & Colonial Agents: HEPPELL & CO., FOREIGN CHEMISTS, 164, PICCADILLY, W.

The Best and Only Cure for  
**RHEUMATISM. GOUT.  
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**NEURALGIA.  
SICK HEADACHE.  
ARTERIO-SCLEROSIS.  
SCIATICA. OBESITY.**

OF ALL  
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**6/-**

Or post free from  
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**THE ROUGHEST CHANNEL  
ATLANTIC or other CROSSING**

may be made in absolute comfort.  
MOTHERSILL'S will PREVENT  
and CURE SEA and TRAIN  
SICKNESS, or money refunded.

Testified by Royalty, Nobility, Clergy, Army,  
&c. Analysed by Sir Chas. A. Cameron, C.B.,  
M.D., Pres. Soc. Public Analysts.

Mothersill Remedy Co., 19, St. Bride Street, London, E.C.

2/3 and 4/6 per box.

## REMEMBER THE BABIES!

The little ones at this time need all the care we can lavish upon them. Study their health and comfort by using

## TAYLOR'S CIMOLITE

**TOILET POWDER TOILET CREAM TOILET SOAP**

Relieves Chafing, Redness, Roughness, Soothing and Emollient. May be safely used on the most delicate and sensitive skin. Delightfully perfumed. Promotes the healthy action of the skin.

**PRICES FROM 1/- PATRONISED BY ROYALTY.**

Prescribed by the most eminent skin doctors.  
**JOHN TAYLOR, Manufacturing Chemist, 13, Baker Street, London, W.**



**Snake Charmer Cigarettes**

for Connoisseurs

Per Packet of Ten  
**BOUQUET 6<sup>d</sup>**  
SIZE

**QUEEN - 9<sup>d</sup>**  
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May be obtained at all the branches of Salmon & Gluckstein, Limited, or post free direct from their Warehouse 2-14, Clarence Street, St. Luke's, London E.C.



**HAVE YOU AN OLD FOUNTAIN PEN YOU DON'T LIKE?**

Let us allow for it towards a "Swan," which contains no internal mechanism to get out of order or take up ink space. Absolutely reliable and guaranteed satisfactory in every way.

Made in London and sold by all Stationers.  
Prices from 10/6.

**THE SWAN FOUNT PEN.**

Please write for Catalogue, and send old pen for quotation of allowance.

**MABIE, TODD & CO., LTD., 79 & 80, HIGH HOLBORN, LONDON, W.C.**

BRANCHES—38, Cheapside, E.C.; 95a, Regent Street, W.; 3, Exchange Street, Manchester; 10, Rue Neuve, Brussels; Brentano's, 37, Ave. de l'Opera, Paris; and at New York, Chicago, Toronto, and Sydney.

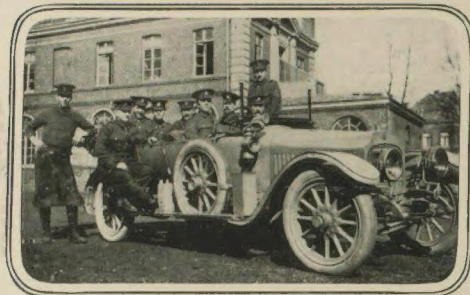
**Zam-Buk is Needed in Every Home.**

Zam-Buk is unequalled for Cuts, Bruises, Poisoned Wounds, Sprains, Strains, Pimples, Rashes, Ringworm, Scalp Sores, Eczema, Ulcers, &c. Obtainable of all Chemists, Drug Stores, or from The Zam-Buk Laboratories, Leeds, Sydney, Cape Town or Toronto.



## THE CHRONICLE OF THE CAR.

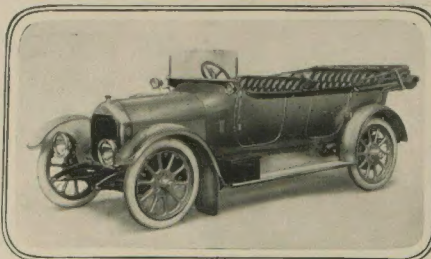
**Flag Flying.** I am afraid that there is little chance of seeing any motor-racing this year in England. At Kempton Park last Saturday I saw one of the Brooklands "bookies," very disconsolate, who asked me if I thought there would be any meetings. "No," I replied, "decidedly no for more reasons than one." But as far as racing is concerned, America is keeping up that end of the pastime, and the Sunbeam Company are keeping the British racing flag flying by running two of their Grand



WAR-TRIED, BUT FIT AS EVER: A 25-H.P. VAUXHALL CAR NOW AT THE FRONT.

This 25-h.p. Vauxhall car is one of many of its type at the front. It has covered some 15,000 miles, with a driver of fourteen years' experience, over rough roads night and day, and has only needed the valves being ground in once. The photograph was taken in France, where the car is in high favour with officers and men.

Prix cars in the events at Indianapolis on May 30 and Chicago on June 19. Dear old fat Jean Porporato is driving one, and I should not be surprised to learn that "Dolly" Resta will pilot the other. For the moment, however, the second helmsman has not been decided upon. All racing motorists will remember Porporato's fine driving in the Isle of Man last year, when he finished third on the Minerva. His first visit to that road course was in 1908, when he drove a Berliet in that year's Tourist Trophy race; and, though he did not finish, this



ROOMY AND COMFORTABLE: A HUMBER 14-H.P. FIVE-SEATED CAR.

For getting about luxuriously, or taking convalescent friends from the front for an airing, this smooth-running and attractive Humber can hardly be bettered. It is as good as it looks, and the price is £415.

Spaniard made many English friends whom he retains for life for his cheery, sportsmanlike methods under his misfortunes in that event. These Sunbeam racing cars are real flyers, and I hope that they will pull off these 500 miles road races, as they can touch over 110 miles an hour. It may be remembered that they have four overhead valves to each of their four 94 mm. by 160 mm. cylinders. In the last Grand Prix at Lyons these cars ran without any differential, and I

expect they will not have any for these two races in the U.S.A.

**Waiting List.** Although the whole of the Vauxhall output is at present being taken by the Government, this Luton firm are inviting orders to be added to their waiting list from the public, and have recently issued a catalogue giving the particulars of the improvements embodied in the latest models. Realising that many people would object to giving an order that would be held in suspense for an indefinite period, the Vauxhall Motors, Ltd., have made arrangements to meet



FOR COUNTRY ROADS IN ANY WEATHER: ONE OF THE ROVER COMPANY'S NOTABLE SUCCESSES.

The 12-h.p. Rover coupé car in the above photograph is the property of Mr. Coleman Smith, who is seen beside it at Saintbury Cross.

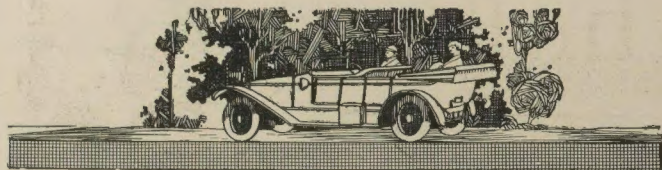
this objection, of which they will forward particulars to any prospective car-buyer. Among the improvements that may be mentioned are that easier steering has been given by inclining the steering pivots so that the axis of the pivot when produced intersects the ground nearly at the point of contact, thus obviating any tendency to front-wheel wobble and reducing the pressure on the axle bushes. The teeth on the first and third reduction-speed gear are considerably wider, which gives greater silence even when using thin oils in the gear-box. Both foot and hand brakes are of larger size, and the design of the springs has been slightly altered to give greater comfort when travelling fast.

(Continued overleaf.)



SPECIALLY ORDERED AS A SOUTH AFRICAN REINFORCEMENT: A FLEET OF BUICK CARS FOR GENERAL BOTHA.

In addition to some fifty Buick cars already in service under the South African military authorities, this new contingent of twenty has been built to the order of the Union War Department. The cars have special military bodies, and each is supplied with a uniformed driver and a skilled mechanic by agreement with the Buick Company.



£375

COMPLETE, with Electric Lighting and Starting; Domed Wings; Steel Detachable Wheels; Grooved Dunlops; Spare Wheel and Tyre; Cape Cart Hood; Folding Windscreen, &c., &c.

**MESSRS. Arrol-Johnston, Ltd.,** are now taking 'after-the-war' orders for the NEW 17.9 h.p. Arrol-Johnston—the handsomest and most durable of all 1915 models.

FROM the commencement of the war, the Arrol-Johnston Works at both Dumfries and Paisley have been fully occupied with aeroplane engine and other contracts for H.M. War Office.

FULL particulars and Specifications of Arrol-Johnston Cars may be obtained from Messrs. Arrol-Johnston, Ltd., Dumfries, or from any Agent.

**Arrol-Johnston**

Those best qualified to judge are loudest in their praise of

THE

**Cadillac**

"EIGHT"

The Editor of the "Autocar" says:

"It is really difficult to convey on paper any idea of the delight of the running; one may indulge in superlatives and yet fall short of producing anything like the real impression of satisfaction. We have tried so many cars in our time that we have naturally become hypercritical, and it takes a good deal to satisfy us, and still more to render us enthusiastic. But we admit at once that we are enthusiastic over the eight-cylinder Cadillac, and, what is more, we know perfectly well that anyone who tries it will be bound to share our enthusiasm, possibly even to surpass it, as he may not expect so much as we expected."

The Editor of the "Motor" says:

"The engine is undoubtedly the *pièce de résistance* of the car, and its running is in the nature of a revelation. The word 'flexibility' takes on a new meaning."

The Motoring Editor of "Country Life" says:

"Of the eight-cylinder Cadillac's behaviour on the road it would be difficult to speak too highly. The engine's acceleration must be experienced to be believed. With eight cylinders arranged in a V, as in the case of the Cadillac, it is possible to secure a practically perfect balance of certain forces which necessarily remain unbalanced even in the best designed six-cylinder motors of the vertical cylinder type. . . . We desire to emphasise this absence of engine vibration at high speed, for it certainly goes far to substantiate the claims of those who advocate the adoption of eight cylinders for the attainment of perfect balance."

For Catalogue and appointment for trial run, write:—

**F. S. BENNETT, LTD. (CADILLAC MOTORS, Ltd.),**  
CADILLAC CORNER, SHAFTESBURY AVENUE, LONDON, W.C.



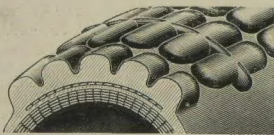
# THE GOODRICH REPLY

to the 150% increase in road accidents

The Goodrich "Safety Tread" Tyre is a weapon deliberately created to meet the changed motoring conditions.

Its whole conception is steeped in the idea of safety. Every known form of road condition and danger, every different make of car, and every driving tendency to take unsafe risks has been considered and provided for in this most efficient protector from road dangers.

Fivetimes over these tough, "Safety" fingers deliver their smashing countering blows, which destroy all but self-imposed dangers.



The "Safety Tread" Tyre.

## GOODRICH SAFETY TREAD TYRES

The B. F. GOODRICH CO., Ltd., 117-123, Golden Lane, London, E.C.

Send for Illustrated Catalogue giving the full story of the "Safety."

Goodrich Band Tyres pay a big dividend to all users of Motor Traction.

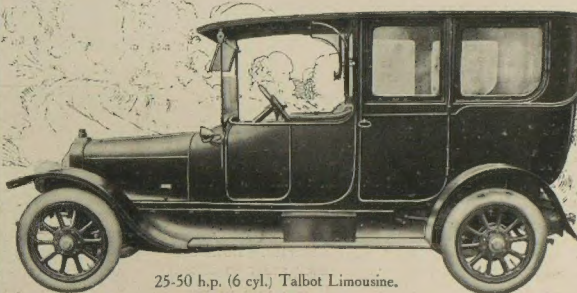
"FIRST  
TO TRAVEL  
100 MILES IN  
ONE HOUR"

### INVINCIBLE TALBOT

"72  
HIGHEST  
AWARDS  
IN 1914"

We have just issued a revised catalogue giving particulars of all models of Talbot Cars. A copy will be sent on request for your consideration, pending the time when we are able to resume the manufacture of private cars.

12 h.p., 15-20 h.p., 20-30 h.p., 25-50 h.p. (4 cyl. or 6 cyl.) Models.



25-50 h.p. (6 cyl.) Talbot Limousine.

**CLEMENT TALBOT, LIMITED**

Contractors to the Admiralty, War Office, and other European and Colonial Governments, BARLEY RD., N. KENSINGTON, LONDON, W.

**PRICE**  
Motor Cycling  
can be fully enjoyed by  
both old and young on a  
**LIGHTWEIGHT**  
**TRIUMPH**  
2 STROKE—2 SPEED  
Handled as easily as a pedal Cycles,  
economical and comfortable under  
all conditions of road and weather.  
Triumph Cycle Co. Ltd.  
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**£42**

Catalogue  
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# Vauxhall

THE CAR SUPEREXCELLENT

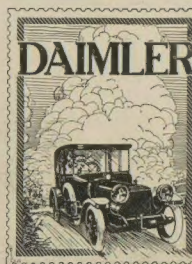
## The War Over

THE war over, there will be a large potential supply of cars released for sale to the public—and as certainly there will be a large demand for them. There will be a hundredfold demand for the Vauxhall, which has proved itself to be the best car for military use. Every car the Vauxhall company can build is being bought by the Government.

Why not then have your name  
added to the Vauxhall waiting list?

We do not suggest that you should give an order of indefinite duration. Let us send you particulars of our plan, together with a copy of our new catalogue, which will interest you.

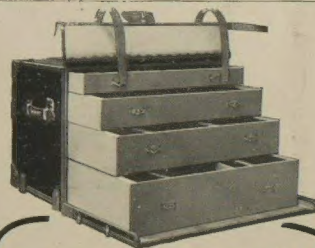
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174-182, Great Portland Street, LONDON, W



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**BROWN'S  
BRONCHIAL  
TROCHES.**

Why not try these TROCHES for your fidgety cough? They are the old-fashioned remedy for the alleviation of COUGHS, HOARSENESS, SORE THROAT, BRONCHITIS and ASTHMA. They contain no opium, and are much appreciated by Singers and Public Speakers.



**FOOT'S TRUNK**  
NO CRUSHING. NO CONFUSION.

The Bottom is as accessible as the Top. Every article is instantly get-at-able and can be removed without disturbing remainder of contents. Separate compartments for Linen, Under and Outer Garments, Articles of Toilet, Hats, Boots, &c.

IN SIX SIZES WITH 2, 3 OR 4 DRAWERS.  
Write for Booklet, 'TRUNKS FOR TRAVELLERS,' No. 7.  
J. FOOT & SON, Ltd., 171, NEW BOND ST., LONDON, W.

# Rowland's Kalydor

**Makes Your Skin  
Soft and Smooth.**

You can easily have a clear, velvety, healthy complexion if you use

**Rowland's  
Kalydor**  
"For Your Skin."

This world-famous preparation quickly removes sunburn, tan, freckles, redness, roughness, cutaneous eruptions, and other disorders of the skin. It protects it from the injurious effects of cold winds and hard water, and will keep the skin in perfect condition all the year round. Rowland & Sons, 67, Hatton Garden, London, E.C. Sold by stores and chemists. Bottles, 2/3 and 4/6.

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REGENCY ST.  
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Your Majestic Jeweller  
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**TWO GOOD THINGS  
for Active Service.**

**WEATHERPROOF**  
Matchbox and  
Tinder  
Lighter.

**Vickery's New Sterling Silver,  
Ever-Pointed Magazine Pencil.**  
(No Pencil to sharpen.)  
Invaluable  
for Active Service. **Only 10/6**  
Every Soldier and Sailor should have one.

**Vickery's new combined WEATHER-  
PROOF Matchbox and Tinder-  
lighter, in Solid Sterling Silver,  
exact size of illustration ... 42/-**  
Send for List of  
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FOR ASTHMA**

Gives instant relief from  
Catarrh, Asthma, etc.  
The Standard Remedy  
for over 40 years.

At all chemists 4/3 a tin.



*(Continued)*  
over bad road-surfaces. The new type of radiator is higher and narrower, and has a rounded front, and pump-cooling is adopted for all four models. From the owner's point of view, all the innovations will cause less work to the person who has to look after any of the Vauxhall cars, which in these times of no helpers is a matter of importance.

**Field-Kitchens.** The Humber works are turning out each week a quantity of field-kitchens for the Army. This, however, has not prevented this firm

matter of that. No energy is wasted in the pocket—'cause there ain't none. This is a specialty of the Buick cars, and the power developed is good. As for the eight-cylinder Cadillac, so far this seems easily to hold its own as *facile princeps* in its class, and, I should fancy, will put all the other U.S.A. "eights" out of business here.

#### Royal Naval Cars.

What with the sentries on the gates and the lads in blue driving round London in Talbot cars, one would think that the Clement-Talbot works were the Royal Navy car department. Joking apart, though, these Talbot cars are doing good work as Royal Naval cars, though there are still some left for the public if they hurry up with their orders. Like the Arrol-Johnston works at Paisley, who are building aero-engines and all sorts of other important jobs for the Government, all the motor firms can



FOR THE ADMIRALTY AMBULANCE SERVICE: SIX OF THE LATEST SET OF "SUNBEAMS" SUPPLIED.

Twenty-one special 20-h.p. Sunbeam ambulances have just been added to the Admiralty's motor-ambulance fleet. They are of standard chassis, with protecting buffers fore and aft, twin-tired rear-wheels, side windows in the body, and boards at the side in case of the car sticking in deep mud.

do with a certain amount of private orders, but the public must not be too impatient as regards deliveries. The needs of the nation must first be attended to, and then comes the individual afterwards. Rovers are in a similar position. They had to curtail the output of the 12-h.p. cars to put in hand their share of Government work, and their customers must realise this as the reason why they cannot get delivery of their cars as quickly as they would like. But the public should still place their orders with these British firms, and so help to keep the flag flying for this important industry.

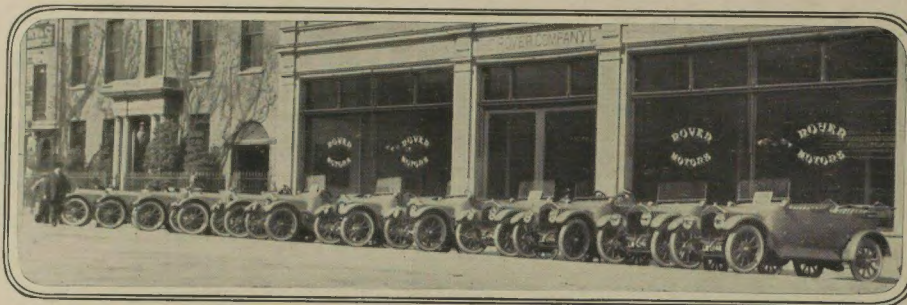
W. W.



PRESENTED TO THE BRITISH ARMY BY THE WEST AUSTRALIAN AUTOMOBILE CLUB: TWO WOLSELEY MOTORS FIELD-AMBULANCES.

The "Wolseley" ambulances have proved their worth on service, over and over again, and a very large number have been taken up by the War Office. The two here shown are mounted on 16-20-h.p. chassis, and are in every detail similar to the War Office type.

being able to supply the public with their motor-cars; but, owing to the increased cost of labour and material, the prices have increased five per cent. on the 1915 catalogue figures. Still, this surcharge leaves them all good value for money, from the little Humberette at £142 15s., complete with V-type water-cooled engine, to the 14-h.p. Humber car at £435 15s., with its five-seated body and C.A.V. dynamo lighting set and engine-starter. Both the 10-h.p. Humber and the 11-h.p. Humber are also fitted with these latest refinements in equipment; and at their very moderate prices are proving very popular models. Both are handy, fast cars that should hold their own against the American competition. Writing about this phase of trade war reminds me that the General Motors, Ltd., who run the Cadillac, Bedford-Buick, and Buick cars, have just issued a tiny brochure explaining why the valve in the head of the cylinder allows the fullest and best results of the explosion of the gases, because it is on the same principle as the siege-gun—or any other gun, for the



ON ADMIRALTY ORDER: ROVER CARS RECENTLY COMPLETED FOR ACTIVE SERVICE.

These cars form part of a large consignment which the celebrated Rover firm of Coventry has in hand for the Admiralty. They are seen just before being delivered, standing in front of the firm's show-room premises.

## Further Convincing Testimony

to the general excellence and value of

# Wood-Milne

## GUARANTEED MOTOR TYRES

58, Cromwell Street, Glasgow.

March 10, 1915.

This Square Tread Cover 815 x 105 (No. 26527) has covered 7129 miles. Fitted on one of our Taxi-cabs on May 9, 1914, it was run continuously until Jan. 28, 1915.

This is not an isolated instance, and we take this opportunity of expressing our particular satisfaction with the freedom from trouble we have experienced with your Tyres. We feel we should congratulate you on the general excellence of your Tyres.

THE APEX MOTOR & ENGINEERING CO., LTD.  
G. CAMPBELL (Manager).

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Fit 'Wood-Milnes,' keep them inflated with the Wood-Milne Foot Pump—and they will serve you equally well.

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M 504

# Humber

## Motor Cycles

**6 h.p.** 3-speed water-cooled twin, opposed cylinders, 78 x 78 mm. bore and stroke. Claudel-Hobson Automatic Carburetter, detachable rear wheel. Dunlop studded tyres — — — — — **£85**

**3½ h.p.** — This model has Engine of 84 x 90 mm. bore and stroke, "Kick" Starter, Sturmey-Archer 3-speed gear, Brown & Barlow Carburetter, Heavy rubber-studded Dunlop Tyres **£57 10s.**

*The above prices are now subject to a surcharge of 5% owing to increased cost of material and labour.*

Immediate delivery can be given.

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